

JUNE 2021

# MOTORSPORT

THE ORIGINAL RACING MAGAZINE

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- America's first world champion, by his son
- Nigel Roebuck on F1's only debut winner



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**90** Even the lower teams in F1 had their moments in the '90s. Peter Higham takes us through the finest – like this Lotus 107 of 1992 driven by our new columnist Johnny Herbert



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**T**HE MONTH OF MAY IS UPON US AND despite the excitement of the new Formula 1 season, much talk in the *Motor Sport* office (yes, we are back, in rotas) is now focused on what will happen at the Brickyard this year. It will spark the traditional conversations and debates about the relative merits of the two premier open-wheel global racing categories. There will be the usual talk about drivers getting dizzy only turning left and pointed comments about how F1 is predictable, that it's "all about the car" and only two drivers ever win.

But those debates are tame compared to the ongoing discussions I have with my three daughters about the role of women in motor sport, and my view that racing is not just a man's sport and that they (especially the 16-year-old, with a passion for STEM subjects) should consider it as a world they can become involved in.

And it is around this discussion that the Indianapolis 500 has come into its own. As I have said to them, this year's race features a new team headed by motor sport executive Beth Paretta with Swiss racer Simona De Silvestro fulfilling driving duties. The team will be a Chevrolet outfit, with technical support from Team Penske.

And there's more, I tell my girls. Female mechanics will make up the crew, in line with Paretta's aim to provide positions for women in the sport across all divisions, whether competition, operational or administrative. And no, I add to the oldest one, Simona De Silvestro is not a 'token woman', she has pedigree: she's a five-times Indy 500 starter, and claimed Rookie of the Year in 2010 though she last raced at the Brickyard in 2015. Between now and then she has spent her time since driving in a number of series from Australian Supercars to Formula E.

Pressing home my advantage, I continue, telling them they should Google Paretta. She has previously worked at Fiat Chrysler as director of marketing and operations as well as overseeing successful racing programmes in NASCAR and Le Mans as a director at Dodge SRT, most recently with its IMSA WeatherTech effort.

And nor is this a one off: Indy has a history of including women. From Maude Yagle in 1929 to Danica Patrick more recently, women have had a presence at the Brickyard. There were four women

## THE EDITOR



**"2020 was the first year since 2000 there were no women at Indy"**



**THIS MONTH'S COVER IMAGE:**  
Derek Hill recaptures his champion father Phil's glory days on the Reims circuit in a careful recreation of Ferrari's 156 Dino 'Sharknose'  
*By Ernst Schlogelhofer*

sprinkled through the 33-car starting grids in 2010, 2011 and 2013.

True, last year there were no women on the Indy grid, but this was the first time since 2000 that there was not at least one woman in the field of contenders.

IndyCar is not alone on embracing female participation. Extreme E, the new eco-friendly racing series which last month ran its inaugural race, features a male/female driver line-up in every team. It's not perfect - Damien Smith who attended the launch and reported on the race for us told me wryly that while the teams were mixed the hospitality 'girls' remained straight out of the 1970s - but it is certainly a start.

Meanwhile in endurance racing, last year a new team comprising Katherine Legge, Tatiana Calderón and Sophia Flörsch became the first-ever all-female line-up in the LMP2 category of the European Le Mans Series. The team lined up at Le Mans in September - an event with a proud history of women competitors including Odette Siko's fourth place in 1932.

It is at this point that one of my girls might ask what Formula 1 is doing. They have heard before about pioneers such as Giovanna Amati, Desiré Wilson (only woman to win an F1 race) and Divina Galica as well as Lella Lombardi - still the only woman driver to race in more than a handful of races - and frankly it doesn't wash any more. (I've learnt not to mention the uproar that accompanied the banning of grid girls in 2018.)

This year the best I can come up with is to point to the fact that F1 has chosen the W Series all female championship as a support race for eight of its rounds this year. It's a good move that will do much to raise the fledgling profile - but it is not enough to convince my daughters.

So, on May 30, I will be watching the Indy 500 with my family and enjoying the Greatest Spectacle in Racing, while quietly raising a glass of milk to a series which is taking gender equality seriously. I will also be wondering why F1 remains in the slow lane.

*Joe Dunn*

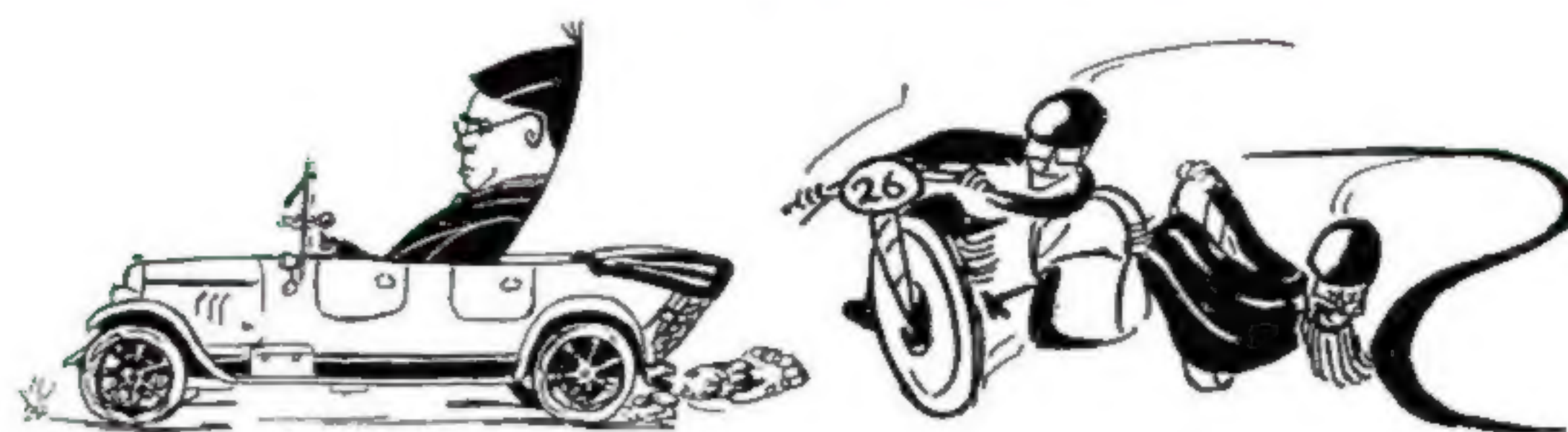
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**NEXT ISSUE:** OUR JULY ISSUE IS ON SALE FROM JUNE 23



# MOTORSPORT

IN THE SPIRIT OF BOD AND JENKS



## Editorial

+44 (0) 20 7349 8484  
editorial@motorsportmagazine.com  
18-20 Rosemont Road, London NW3 6NE, UK

**EDITOR** Joe Dunn  
**EDITORS-AT-LARGE** Gordon Cruickshank  
and Simon Arron  
**GRAND PRIX EDITOR** Mark Hughes  
**ART EDITOR** Owen Norris  
**CHIEF SUB-EDITOR** Lee Gale  
**DIGITAL EDITOR** Dominic Tobin  
**STAFF WRITER** Jake Williams-Smith  
**DIGITAL WRITER** James Elson  
**CONTRIBUTING EDITORS** Andrew Frankel,  
Doug Nye, Mat Oxley  
**SPECIAL CONTRIBUTORS** Gary Watkins,  
Robert Ladbrook, Simon de Burton, Damien Smith  
**PICTURE LIBRARIES** Getty Images, DPPI,  
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## Advertising

+44 (0) 20 7349 8484  
sales@motorsportmagazine.co.uk

**COMMERCIAL DIRECTOR** Sean Costa  
**COMMERCIAL MANAGER** Mike O'Hare  
**ADVERTISING MANAGER** Paula Trainor  
**SALES EXECUTIVE** Connor Garnett

## Publishing

**MANAGING DIRECTOR** Giovanna Latimer  
**FINANCIAL CONTROLLER** Niall Colbert  
**ACCOUNTS ASSISTANT** Eitan Kropp  
**HEAD OF DIGITAL** Zamir Walimohamed  
**BRAND & E-COMMERCE MANAGER** Tim Cooper  
**SUBSCRIPTIONS MARKETING MANAGER** Samantha Nasser  
**MARKETING EXECUTIVE** Jess Hollier  
**EVENT & CONTENT MANAGER** Laura Hill

**FOUNDER EDITOR** Bill Boddy MBE  
**PROPRIETOR** Edward Atkin CBE

Contact us:



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## Details matter.



It isn't every day that you see a bonfire made from footwear. This photo from our John Gentry feature (page 82) shows a *Wicker Man*-style conclusion to Brabham's unpopular team trainers from 1986. The story goes that at the end of the F1 season in Australia, some team gear would be sold from a makeshift stall. The crew had two pairs of trainers each... "However," Gentry recalls, "we would not wish these on anyone so their fate was decided." The ceremony took place after the race, much to the chagrin of pit marshals.

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## Miami GP on the calendar for 2022

A new layout around the Dolphins' stadium will bring Formula 1 back to Florida for the first time since Sebring in 1959

**T**he addition of a Miami Grand Prix to the Formula 1 calendar from 2022 represents an important milestone - and a significant degree of face saving - for commercial rights holder Liberty Media. The US corporation has finally clinched a deal with a host city it targeted as a priority following its succession from the Bernie Ecclestone era in 2017, only to lose the Florida location after an initial project hit resistance from politicians and residents.

Now, instead of a track based in the city's bay area, a 19-corner, 3.36-mile layout has been created around the Hard Rock Stadium,

home to the NFL's Miami Dolphins. A date has yet to be confirmed, but the race is likely to run in spring rather than as a double-header with the autumn US GP in Austin, Texas.

The Miami street circuit will be the 11th venue to host an F1 round since 1950 and marks a throwback to the '70s and '80s, when the US regularly hosted two grands prix a year.

Since the 1980s, F1's courtship with the US has blown hot and cold. Street GPs in Las Vegas, Dallas, Detroit and Phoenix all failed to gain traction and F1 found itself homeless in the US between the Phoenix race in 1991 and the first Indianapolis GP in 2000. A round at the 'home of US motor sport' appeared to

be an American dream in the new millennium, but the race that incorporated the Brickyard's oval with a special infield road course fell away after 2007 in the wake of the tyre debacle race two years earlier, when fans booed as six cars lined up on the grid.

Figures such as McLaren's racing boss Zak Brown have called for an F1 return to Indy now the speedway is owned and operated by Roger Penske. But the Miami deal, which will run over 10 years, makes that less likely. Still, uncertainty over the long-term future of the Austin race, which has proven a commercial challenge, could still potentially bring Indy back into play later in the decade.





The Hard Rock Stadium  
lies centrally in the track  
layout and may be  
modified for spectators

Watkins Glen hosted F1  
races from 1961-80 –  
more than any other US  
venue. This is 1969 with  
Jochen Rindt leading





## That's cool... NASCAR on ice

**I**N A BID FOR A BIT OF PRE-SEASON PROMO action, the EuroNASCAR series opted to take a leaf out of the playbook of its American bigger brother and try something new – test a stock car on ice.

Coming just weeks after NASCAR itself returned to dirt-track racing for the first time in 60 years in a meet at Bristol, its European counterpart headed to Val Thorens in France for its own loose-surface test.

Series organiser Team FJ equipped one of its Chevrolet Camaro stock cars with slim, studded ice tyres and went for some laps around the Andros Trophy venue, driven by series boss Jerome Galpin.

The 400bhp, 1225kg car reportedly fared well, setting lap times that EuroNASCAR described as “already quicker than specifically designed rear-wheel-drive cars

and close to those of all-wheel-drive prototype times.”

“To be honest we didn’t expect this first ice test to go so well,” said Galpin. “The EuroNASCAR is probably among the most versatile race cars ever built. The level of performance was pretty impressive.”

So, could it lead to something more serious for the championship in the future?

“It will definitely open up new horizons and spark new ideas for the series, but what the next step will be... who knows?” added Galpin. “It doesn’t matter the surface you drive on, the shape of the track or the kind of driver you are: the Pure Racing character of the EuroNASCAR car is contagious and you will not want to stop driving it.”

The actual championship begins at Valencia in Spain on May 15/16.



**Above: NASCAR** returned to the dirt at Bristol, Tennessee.  
**Top: a loose surface** with a difference for EuroNASCAR



## Karter banned for 15 years for violent conduct

**L**uca Corberi has been handed a 15-year racing ban for violent conduct at the 2020 FIA Karting World Championship event in Italy. The Italian, 23 at the time, crashed out of the event after a collision with Paolo Ippolito, and then threw the bumper of his kart towards Ippolito who was still racing.

Footage of the scene was widely shared on social media, as was a subsequent attack by Corberi on Ippolito in parc fermé. Parents of both karters joined the fray.

In its decision published last month, an FIA tribunal said that Corberi’s actions breached multiple articles of the FIA Statutes, Code of Good Conduct and Karting World Championship sporting regulations, declaring that “he is fully and completely guilty”.

The FIA had argued for a full life ban from racing, but the tribunal decided that Corberi “deserves a second chance” because of his age and his apology the day after the incident and the lack of any similar episode in his career.



A man in a hurry (to file his copy). *Motor Sport's* continental correspondent Denis Jenkinson with one of his E-types



## Channel your inner Jenks for Shelsley Walsh's E-type soirée

**F**AMED HILLCLIMB SHELSELY WALSH IN Worcestershire will reverberate to Jaguar's legendary six-cylinder XK snarl as hundreds of E-types assemble on the weekend of June 12/13 to celebrate 60 years of a motoring legend and the groovy era it symbolised. There's a very special link with *Motor Sport* magazine too.

Revealed to a gaping public in June 1961, the E-type instantly outperformed, underpriced and out-styled everything else in the market, becoming the cool car everyone wanted. And six decades on, they still do. Combining 1960s fashion, music and

dancing the weekend harks back to Swinging London, but it's the cars which star.

Oldest of all present is 9600 HP, the original press car, plus the E-type from *The Italian Job* and examples of every model up to the last V12, but *Motor Sport* readers will want to inspect the red coupé with the registration FPL 660C. That is the car which for five years carried Denis Jenkinson, our inimitable Continental Correspondent, to and from over 100 grands prix and sports car races across Europe, from the Isle of Man to Austria's Grossglockner hillclimb and down to Sicily

for the Targa Florio. His various reports chronicled all these trips and his steady admiration for the long-legged vehicle which never let him down, and which he replaced with another E, this time a convertible.

Though now converted to right-hand drive, Jenks ordered the coupé with a left-hand wheel as it would spend most of its life on the continent, plus lower-compression pistons since fuel abroad in the 1960s could be suspect, and he selected a high axle ratio for his long high-speed journeys. The sight of the red E-type in a circuit paddock was a sign that DSJ was somewhere in the pits quizzing drivers, principals and mechanics for every detail of cars and teams.

He rarely returned to the UK but moved from race to race with the GP circus, diverting constantly to visit car builders, race teams and private collections in order to cram his monthly *Letter from Europe* with insights.

In between the hillclimb runs, evening parties, vinyl disco and cocktail bars, take a moment to admire the mount that most of you will have read about in these pages.

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# A room with a racing view

**I**N A PLOT TWIST STRAIGHT OUT OF THE *Downton Abbey* archives, MotorSport Vision is planning to restore the historic Donington Hall into a character hotel after buying the Grade II-listed property.

MSV took over Donington Park in 2017, adding the Leicestershire venue to its current circuit portfolio of Brands Hatch, Oulton Park, Cadwell Park, Snetterton, Bedford Autodrome and the forthcoming Laon-Couvron facility in northern France. This month the group announced it would buy the entire 28-acre estate adjacent to the Donington track, which includes both the Hall and the Hastings House building, formerly the home of the British Midland International airline prior to its takeover by IAG - British Airways' owner - in 2012.

The hall will be converted into a 40-bedroom luxury hotel, while Hastings House will be transformed into a 45,000 sq ft car storage and preparation facility.

MSV also plans to renovate the existing Lansdowne workshops and make them available to rent for local businesses.

To link the lot, plans have been submitted to create a private mile-long driveway between the hall and the original gatehouse at the circuit, allowing guests to drive their cars to and from the circuit.

MSV chief executive Jonathan Palmer said: "Ever since we took over Donington Park I have admired Donington Hall and have always been keen to acquire it. It's a beautiful building and deserves to be sympathetically restored to its former glory. Donington Park circuit was originally built in the estate grounds of the hall in 1931, making it the oldest motor racing road circuit in the country. The opportunity to reunite the track with the hall was not to be missed.

"We will be creating a unique facility. Specialist car owners will be able to fly direct into East Midlands Airport and then settle into, for example, the Rosemeyer Suite at the hotel. Their chosen cars can then be waiting, warmed up, outside the hall and can be driven up the original carriage drive and onto the circuit."

The McLaren-Ford of Michael Andretti roars against the backdrop of Donington Hall in the 1993 European GP



## Bentley back to Pikes Peak with monster GT3

**W**ITH A MONSTROUS NEW Continental that would make even the most softened of purists spill their Earl Grey, Bentley will return to the Pikes Peak hillclimb to bid for a third speed title.

Bentley is no stranger to the Colorado mountain event, having claimed an SUV record with a Bentayga in 2018, and then a production car record with a Continental GT in 2019. Keen to go one further for its hat-trick,

the Crewe marque has worked with M-Sport to create this GT3 on steroids in order to take on the Time Attack 1 class - that's class two, one behind the top-flight Unlimited section for anybody unfamiliar with Pikes Peak lingo.

It's based on a Continental GT3, but there's no longer much 'GT3' about it given the 4-litre twin-turbo V8 has been tuned to run on biofuel and is likely to produce far beyond the strict 550bhp the GT3 has. And then there's the huge rear wing, diffuser and alien twin-plane front splitter that wouldn't look out of place in an IKEA shelving catalogue.

Pikes Peak regular Rhys Millen, who secured Bentley's recent successes, will drive the car for the attempt on June 27. It needs to better the 9min 36.559sec of David Donner's Porsche 911 GT2 RS Clubsport from 2020.

A. AMY BENILEY, GETTY IMAGES





## Russell cools after 'heat of the moment'

**G**EORGE RUSSELL HAS APOLOGISED FOR colliding with Valtteri Bottas during the Emilia Romagna Grand Prix and for the emotional comments he made afterwards.

The Williams driver posted on social media that it "wasn't my proudest day" having made contact with the Mercedes driver attempting a pass for position in difficult conditions and not holding back in subsequent interviews.

In the post, Russell acknowledged that the crash was his fault and that having had time to reflect on the incident, had acted out of character in the aftermath.

"I knew it would be one of our best opportunities to score points this season and, when those points matter as much as they do to us right now, sometimes you take risks. It didn't pay off and I have to take responsibility for that," he said. "Having had time to reflect on what happened afterwards, I know I should have handled the whole situation better."

With the Finn stuck in the bottom half of the top 10 for the first half of the race, Russell seized an opportunity with DRS to attempt a move for ninth position on lap 32. The Williams driver caught the wet grass, pitching him sideways and into Bottas and both ended up shunting heavily into the barriers.

Both are in the hunt for a Mercedes seat next season, with both managed by Toto Wolff and out of contract at the end of 2021.

After taking part in interviews, Russell had insinuated that the crash had been personal, noting that had it been another driver, Bottas would have acted differently in defence.

He continued in his apology: "Emotions can run high in the heat of the moment and yesterday mine got the better of me."



If Darth Vader were an Anglophile, the Pikes Peak Bentley would surely appeal





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MARK HUGHES

## "Where F1 politics and technical matters meet, things can get ruthless"

**S**O THE SEASON GETS UNDERWAY AND we see a resurgent Red Bull-Honda giving the previously all-conquering Mercedes a very hard time. Then we hear from both Merc's Toto Wolff and Aston Martin's Otmar Szafnauer that the 2021 floor regulations have had a greater impact on their low-rake cars than the competition's high-rake.

"It's no secret that what the changes have... of course they've been done to peg us back," said Wolff. "Just like the changes in engine modes at Monza last year, but they didn't have the effect some expected."

Which gets a guy thinking back to last year and the evolution of this regulation tweak and what was going on simultaneously in the murky background where how well you play the political game is a hidden dimension of the competition. Where F1 politics and technical matters meet, things can get pretty ruthless. So here's a working theory.

Recall last year the whole controversy about Racing Point? How that team was fined £360,000 and docked 15 constructors points for using Mercedes-copy rear brake ducts which - unlike the front ducts - had not been on the 2019 Racing Point and were not therefore part of Racing Point's DNA when brake ducts were reclassified as listed parts during the 2019-20 off-season. But after the penalty Racing Point was allowed to continue using the ducts as it was only the process of their design the FIA had an issue with, not the legality of the ducts themselves.

It was a pretty fine point of distinction and the relatively soft punishment probably reflected the FIA's acknowledgement that it may have been partly to blame because the wording of the relevant regulation was not as clear as it might have been. McLaren and Ferrari were the two teams which had always been most

angered about the whole concept of the Mercedes W10-copy 'pink Mercedes' and they, along with Williams and Renault, announced their intention to appeal the ruling on the brake ducts. The others dropped their appeals shortly afterwards but Ferrari persisted.

Ferrari still carries a hell of a lot of weight in F1 and it tends to be very smart in how and when it throws it around. This was one of those times. Why did it persist with the appeal? Because it was leverage. Which in the game of politics is currency never to be surrendered. For F1 and the FIA the whole Racing Point controversy was unwelcome and needed to be resolved. Yet here was Ferrari dragging it out. But on the eve of the hearing Ferrari dropped its appeal. It won't have done that for no reason.

Ferrari had at the time been campaigning against the FIA permitting Racing Point's '21 upgrade to Mercedes 2020 rear suspension without any development token spend. But that ruling was not overturned. So what did Ferrari get instead? Maybe nothing. Maybe they just agreed to drop the appeal for the good of the sport and to keep everyone happy. Or maybe there was something. Something very valuable and absolutely linked to why low-rake cars might be more handicapped this year.

The original floor trim regs were announced back in May, long before the Racing Point brake duct penalty. But later in the year came additional tweaks, with the same stated aim of reducing rear downforce. The vanes hanging down from the outer edges of the diffuser would have their permitted length halved - and the winglets allowed on the rear brake ducts were to be reduced in width. Could these have been Ferrari-inspired ideas? After it had looked in the tunnel and CFD at the likely effects of the floor changes upon high and low-rake cars? Mercedes and Racing Point/Aston Martin were/are the only two teams

running low-rake cars, so making that effect heavily politically loaded.

The brake duct winglets, as well as providing direct downforce, also work in conjunction with the flow coming off the outer diffuser strakes, aligning the flow inboard of the wheel, keeping it straight and from being sucked under the floor where it would disrupt the downforce being created there. But crucially, with a low-rake car, the diffuser is physically further away from the brake duct. With a high-rake car, the diffuser comes up to meet the brake duct more closely. Snip both diffuser strake and brake duct winglets and hey presto, it suddenly becomes more difficult to get the rear end aero working on a low-rake car... almost as if you have broken the airflow link between the two components, or at least made it much less robust and consistent.

Fast-forward to testing in Bahrain two weeks before the first race there. The big story is how the Mercs are struggling - visibly so - with a very wayward and inconsistent rear end...

F1 desperately needs a close competition between more than one team after seven years of Mercedes domination. Back in 2005 it was in a similar position after years of Ferrari/Schumacher supremacy. On that occasion, tyre changes were banned which favoured the Michelin runners and severely penalised those on Bridgestones. Which was Ferrari, Jordan and Minardi. Ferrari control was over, just like that. The motivation behind regulation revision may have been dubious, but there was great relief at the change in the competitive order. So F1 and the rivals to the dominant team had a mutual interest - and the dominant team had to suck it up and prepare anew for the future.

Never ignore F1's hidden dimension. It can be very powerful in determining what you see.

Since he began covering grand prix racing in 2000, Mark Hughes has forged a reputation as the finest Formula 1 analyst of his generation. Follow Mark on Twitter @SportmphMark

**"F1 needs a close competition after years of Mercedes dominance"**





## MAT OXLEY

# "The Guzzi V8 was fast and sounded wonderful, with a 12,000rpm wail"

**D**UCATI MAY BE ITALY'S MOST hallowed motorcycle brand but the Bologna manufacturer is a Giovanni come-lately compared to more venerable Italian marques like Benelli, Gilera and Moto Guzzi. While Ducati marks its 75th anniversary as a motorcycle manufacturer this year, Moto Guzzi celebrates its centenary.

These days Guzzi is a European Harley-Davidson, selling big, lusty air-cooled V-twins that hark back to simpler times. But from the 1930s to the 1950s the company led the world with some fabulous feats of engineering, most famously its V8 500cc grand prix bike.

The idea of Moto Guzzi was conceived on a First World War airfield by *Corpo Aeronautico Militare* pilot Carlo Guzzi and mechanic Giorgio Parodi. Guzzi would be chief engineer, while Parodi and brother Angelo – sons of Genoese shipowners – would bankroll the venture.

Based in Mandello del Lario on the shores of Lake Como, the company went racing within months of its first motorcycles rolling off the production line in the spring of 1921. That autumn Moto Guzzi took its first victory, conquering the Targa Florio in Sicily.

Carlo Guzzi was full of ideas and produced a series of masterful designs that established Moto Guzzi as a major force. His trademark was the horizontal single-cylinder engine with oversquare cylinder dimensions, four-valve head, bevel-driven overhead camshaft, integral gearbox and dry-sump lubrication.

His next creation was the Bicilindrica 500cc V-twin, with a second cylinder grafted onto the crankcase at 120 degrees to the first. The longitudinal vee was the perfect racing engine – a comfortable fit within the chassis, no wider than a single and producing more performance with smoother running. Half a century later Ducati saved itself from bankruptcy by adopting similar V-twin engines.

In 1935 Isle of Man genius Stanley Woods rode the Bicilindrica to Guzzi's first Senior TT

victory. The 500 had a sprung rear end (with friction dampers adjustable from the saddle), which ended the dominance of Norton's rigid rear-end machines.

After the war Moto Guzzi entered its golden age. Engineer Giulio Cesare Carcano refined the horizontal singles to win nine 350cc riders and constructors world titles during the 1950s. Guzzi had a wind tunnel at its factory, allowing it to lead the aerodynamics race with all-enveloping bodywork, nicknamed dustbins.

Inevitably, Moto Guzzi wanted success in the premier 500cc class, dominated by Gilera's transverse-mounted four-cylinder engine, so they commissioned Carlo Gianini to create a Guzzi four. Gianini had been part of Gilera's design team, so this time he built a longitudinal four. This machine was technically advanced, with shaft drive, linked brakes and an early type of fuel injection. But its unusual engine configuration and considerable wheelbase caused problems.

Carcano's response to the failure of the four was an eight-cylinder 500. The Japanese are credited with the miniaturisation of cylinder sizes, but Carcano's V8 500 preceded Honda's six-cylinder 250 by a decade.

It was an audacious endeavour. Carcano knew he must not negate the engine's horsepower with excessive size and weight. In fact the bike weighed 135kg, less than the rival Gilera and MV Agusta fours.

Carcano's water-cooled 90-degree DOHC V8 was a miracle, always trying to balance out the often mutually exclusive benefits of size, performance and reliability. The numbers were tiny: a bore/stroke of 41/44mm, 23mm inlet valves, 21mm exhaust valves, 6mm valve lift, 20mm carburetors and 10mm sparkplugs.

Carcano chose a 90-degree vee angle for its perfect primary balance. And each crank web was a complete disc, spreading inertia along the full length of the crankshaft, thereby

avoiding the torsional stresses of mounting a flywheel at one end of the shaft.

Carcano worked feverishly, taking the engine from sketchbook to dyno room in just six months. The project was kept top secret, with the idea of ambushing Gilera and MV Agusta at the French GP at Reims in May 1955.

From this point on bad luck haunted the V8. Guzzi's fastest riders got hurt, the bike was hampered by niggling problems and despite Carcano's brilliance the engine was unreliable: his thinking was ahead of 1950s metallurgy.

The Guzzi V8 was fast and sounded wonderful, with a 12,000rpm wail through its eight exhaust pipes. Second time out, at the 1956 Dutch TT, Bill Lomas took pole, but a missed gear ended his weekend. Three weeks later Lomas took pole at the German GP and enjoyed a battle for victory with Geoff Duke, Gilera's world champion. Lomas would've won the race but for a split waterpipe.

During preparations for the Monza GP Lomas completed a full race-distance test at record-breaking pace, then crashed in the race that preceded 500cc event.

During the winter Carcano worked hard to debug the V8, at the same time increasing peak power to 79bhp, ten more than the fours. However, luck continued to

avoid the project. In July 1957 Australian Keith Campbell dominated the Belgian GP, clocking 178mph on the Masta straight, 20mph faster than the fours, only for a battery lead to break.

Further refinements were planned for 1958, but in February Moto Guzzi, with Gilera and Mondial, quit racing because of a sales slump. Only Count Domenico Agusta, subsidised by his helicopter business, continued.

**"The engine went from sketchbook to dyno room in just six months"**

Mat Oxley has covered motorcycle racing for many years – and also has the distinction of being an Isle of Man TT winner  
Follow Mat on Twitter @matoxley



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## DOUG NYE

# "Penske Cars was setting build standards which few could approach"

**W**AY BACK *MOTOR Sport* became renowned in the publishing world for reducing the type size of a story to squeeze it uncut into a page space. Today such a ploy is pretty much anathema to designers, and probably readers too. I was reminded of this last month when I tried to distil the Indianapolis Penske 'Beast' story down into the available space.

The perhaps too-often unsung Penske Cars outfit based in Poole, Dorset, was setting build standards then which precious few other constructors could approach. The outfit was run by former Brabham mechanic-turned-manager Nick Goozée with its mid-'90s designer being Nigel Bennett. One of the team engineers was Nigel Beresford, son of long-time McLaren staffer Don. This latter pair were known in Penske shorthand as 'NB1' and 'NB2'.

Well NB2 provided some great detail which I could not find space to present, but for the record - and for any reader who sees this year's Goodwood Festival of Speed Penske display - I do so now. Nigel recalled: "The '94 Penske PC23 with the 'E' motor (as we and Ilmor called it; none of this '500i' marketing BS) suffered from power understeer on exit from the turns at Indy which I always attributed to the engine's tremendous torque. Usually at Indy with a 'normal' engine any throttle lifting for the turns was relatively small, but with the 'E' engine the drivers were arriving at the turns so much faster they had to lift more, and then getting back on the throttle unleashed the beast's torque more on exit, causing that power understeer.

"In the end we reduced this with stagger (more stagger from smaller diameter left-rear tyre gives more rotational torque with a spool differential) by reducing right-

front corner weight (which helps the front of the car 'hook' coming off the turn, especially if you run left-front weight) and adjusting the net direction of the rear toe-ins. The point I would make is that those who claim the 'E' motor somehow masked problems that would surface a year later at Indy are wrong. In fact it kind of created a different set of problems, which that first year we solved.

"I went back to Tyrrell for '95 - Harvey Postlethwaite was very persuasive - so I was not at Indy but NB1 told me they ran a very, very stiff front anti-roll bar on the PC24 at Phoenix, and Emerson Fittipaldi loved it. So they kept it for Indy and for whatever reason never went back to a more 'normal' setup. Nigel attributes that year's failure to qualify to the drivers losing confidence because of the way the car handled. It's hard to describe and explain how a bad 'Month of May' at Indy can sometimes cause you to cease to act logically or rationally, especially when you are handling a force as formidable as Roger.

"At the end of that year Paul Tracy returned to Penske from Newman Haas and they took him and a PC24 with a 'normal' setup to Indy for a Goodyear tyre test where he lapped at speeds that would easily have made the race back in May."

So here's just one explanatory first-hand perspective which might never have appeared in print. Another worthwhile gem from Nick Goozée himself relates to the Penske PC5 at Indy '77: "It was my first Indy 500 - Tom Sneva and Mario driving. During practice Tom set Indy's first 200mph lap - a huge event. The day before qualifying all the drivers tried to set-up their cars in preparation, often waiting for the last hour when the track was cooler - the Happy Hour.

"Tom was hero of the month but at 5.30pm, probably showing off a little, he put his PC5 into the wall, ripping off its left front corner. We had a spare rocker arm and lower wishbone but no spare tub. Derrick Walker and I had no option but to remake the tub's corner, so starting with the centre point we made a jig of the right-hand side to establish all the suspension pick-up points. Derrick had removed the bushing from the damaged frame since we couldn't get any new ones made. Meanwhile I'd made a new 'half bulkhead'. I took the car round to the Indiana Oxygen workshop in Gasoline Alley where a TIG welder was available.

"Starting around midnight I remade the frame using the jig reversed to the left-hand side. At about dawn the frame was complete and I started on the wrinkled tub panelling. By mid morning Roger *et al* had arrived and were panicking about the car being ready. While I completed the repair Derrick and another mechanic prepared the car for qualifying.

"Some blue Duck tape - matching the paint - was applied to the damaged area, and with 15 minutes of pre-qualifying practice remaining Tom went out.

"On his fourth lap he broke the 200mph barrier again, then went on to get pole

position with three 200mph laps. When the car stopped a man ran out of the pits and poured 200 silver dollars into the cockpit. Tom made a few into money clips - one of which he gave me... and I still treasure it today."

First-hand memories from real racers. Given the space you can't beat it.

Doug Nye is the UK's leading motor racing historian and has been writing authoritatively about the sport since the 1960s

**"A man ran out of the pits and poured 200 silver dollars into the cockpit"**





# ANDREW FRANKEL

## "An early '70s Dino 246GT is a car you'd enjoy taking on holiday or simply to the pub"

IT IS PROBABLY TRUE THAT THREE OF MY five favourite road cars are Ferraris. Naturally I can't afford any of them but even if I could, I'd probably not have either an F40 or a LaFerrari because both break the one rule by which, after far too many lessons learned the hard way, all my car buying decisions are now governed. Know what you're going to do with it.

But a Dino, a little early '70s 246GT? I know exactly what I'd do with that, which is pretty much everything. Compact yet surprisingly usable thanks to its big boot, with performance and handling you can exploit in public, it's a car you'd enjoy whether taking it on holiday or simply to the pub.

There is another reason these cars are close to my heart because a Dino was the first Ferrari in which I travelled. What's more it belonged to my father. Briefly.

He'd always had this thing about buying a new Ferrari before he was 40 and with months on the clock remaining, managed to scrape enough together to buy a red Dino in March 1972. Months later the world suffered one of its periodic financial spasms, we lost everything bar the house and that was that. Aged six, I probably only travelled in it a couple of times, but it was enough to light a Ferrari-themed fire within me that's never really gone out.

I mention this now because in the last month I've been back behind the wheel of a Dino. But not ANOther Dino. The same one. My father's car. The car is unrestored and save a respray and consumables aside, it is as it was when I last saw it 49 years ago. Which, when you think about that period of time and the Dino's reputation for converting itself into iron oxide, is fairly remarkable. But it's all down to its second owner, who kept it for 37 years, used it properly including doing sprints and hillclimbs, but clearly maintaining it fastidiously.

The car was for sale at Girardo & Co, and Max Girardo kindly suggested I take it for a run up the road. I wasn't sure. I've driven other

Dinos. It seemed unlikely one that had escaped the restorer's knife for so long would measure up. And the last thing I wanted to find was a car that looked great but was a poor shadow of its former self. Then again, how could I say no?

I couldn't. And it turned out to be the best Dino I've driven, with the strongest engine, smoothest gearchange and a rattle-free chassis that still felt entirely on top of its game. For all sorts of reasons, both subjective and objective, I was a bit stunned by it. But not as stunned as I was when I opened the glovebox and found the same eight-track cassette I'd last listened to in this very car almost half a century ago. Don't ask how I remembered it, my mind just has a curious facility for retaining what turned out in this rare case to be only apparently useless information.

I left and drove home trying to think of some way to raise the steam to buy it, but I couldn't come close. So I bought a Caterham instead, but that's another story for another column.

But I wasn't left entirely bereft. Three days later a FedEx van pulled up containing a small parcel and a handwritten note from Max saying, "We thought this was part of Frankel family treasure and will mean more to you than anyone else." A class move if ever there were one. So I may not have my father's Dino, but I do at least have his *Simon and Garfunkel's Greatest Hits* eight-track cassette. All I need now is a machine on which to play the bloody thing...

I HAVE ALSO SPENT SOME TIME THIS MONTH behind the Bakelite wheel of the very first of Bentley's run of continuation 'Blowers', the dozen recreations of Sir Henry Birkin's Team Car No2 supercharged 4½-litre Bentley. Except this isn't one of the 12, but the so-called 'Car Zero' prototype on which all the development will be done and which will thereafter remain

in Crewe. What was fascinating about it - apart from the rather obvious fact that it is a Blower Bentley - is that I got in it at a very early stage of its development and before hardly any - let alone all - of its bugs had been ironed out.

It is easy to tell how good the cars are going to be because the mighty engine felt stronger even than that in the original No2 (whose boost pressure is kept limited for eminently sensible reasons), and its chassis rigid and predictable, at least by the standards of the ironmongery that was possible over 90 years ago. But there were lots of details with how the clutch, throttle, brakes and gearshift behaved which would need attention, and there was very little surprise in that, given that almost 2000 new parts have had to come together to make it possible.

In fact I was quite glad it was so raw because it makes me think how much I'd enjoy being the driver who worked with a team of engineers to progress it from where it is to where it needs to be in order to provide a reliable template for the customer cars.

Indeed it briefly opened up a vision of a whole new career path for me as a development driver. I'd probably not be much good at new cars because I don't care enough about the qualities that are important to someone buying a mid-sized crossover hybrid, but for recreated and resto-modded old cars? So long as I could work with people who knew how to put right what I said was wrong with the car, I'd like to think I could make a contribution somewhere. The chances of this happening? Somewhere between hardly any and none whatsoever. But it would be fun to try.

**A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery**  
Follow Andrew on Twitter @Andrew\_Frankel

**"I drove home trying to think of a way to raise the steam to buy it"**





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# Trackside view

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 Bahrain GP  Emilia Romagna GP

# Bottas remains in Hamilton's shadow

F1 is back, with opening rounds at Bahrain and Imola. Lewis leads but his team-mate needs to show selfishness, says **Mark Hughes**

**R**ECALL THAT VALTTERI BOTTAS quote at the launch of this season's Mercedes? How he sounded as though he already realised 2021 was maybe his last chance in a title-contending car? "When I get to the last race in Abu Dhabi," he said, "I want to look back and say that I did 100%, I did every single bit that I could to win the title; that's the ultimate goal for this year. That is going to be the same for all the people around me, whoever I'm working with, I'll demand as much as I feel like I need to, to get the support and the information that I need, and maybe that way, I can be a bit more selfish. One year in a lifetime, giving everything that you have is actually quite a short time."

But trying to keep yourself out of the support role when your team-mate is Lewis Hamilton isn't easy and in Bahrain for the opening race of the 2021 season Bottas... fell into the support role as Hamilton delivered an against-the-odds victory in what was not,

for once, the fastest car. That status belonged to the Red Bull-Honda RB16B in which Max Verstappen set a superb pole position and led the first stint of the race. Bottas was a distant third.

Bottas' Bahrain weekend just gradually slid away from him in a way that's become so very familiar in the previous four seasons. Working backwards from that third place there, we can clearly see how the smallest details begin the untangling, and when the competition is of the quality of Hamilton and Verstappen, recovery tends to be that elusive one step out of reach.

Hamilton, leading, had been forced into making his second and final stop early, just halfway through the race, so as to retain track position over the closing Verstappen. Bottas was only 4.5sec behind the Red Bull at this point and furthermore the Red Bull was on the less durable medium

tyres than the hard-shod Bottas. A selfish Bottas might have reckoned this a winnable race from there. Hamilton had been forced into too long a final stint so as to retain track position over the Red Bull, which was on tyres that would surely surrender before Bottas'. Valtteri could run longer than either of them and therefore be on the fastest tyres into his final stint from not very far behind.

But instead of that, Mercedes brought Bottas in for his second stop as soon as there was a gap to drop him into - just two laps after Hamilton's stop.

"Strategy-wise, we were on the defensive instead of attacking. I am quite surprised and it is not normal," said a perplexed Bottas afterwards. It was because he'd been used in

support of trying to win Hamilton the race.

Hamilton's very early second stop (absolutely necessary to retain him the prized track position over the closing Red Bull) had made him extremely vulnerable in the last stint if Verstappen could delay his own second stop for long enough. The priority was to prevent Verstappen being able to do that - and Bottas was used to apply undercut pressure on Verstappen by pitting from close behind. Once Bottas came in and rejoined, Verstappen would have maybe two more laps before he had to pit to prevent Bottas undercutting ahead and in that way Verstappen's tyre advantage into the late stages over Hamilton would be small.

It didn't happen like that though; there was a problem with the wheel gun on Bottas' right-front and he was delayed by around 8sec. Which meant Red Bull could keep Verstappen out for the optimum timing - which it judged at 11 laps later than Hamilton. Verstappen caught Hamilton with four laps

**"Bottas' weekend just gradually slid away from him"**



Max Verstappen leads from Lewis Hamilton at the start of the Bahrain GP



to go but his overtake took him beyond the track limits and he was obliged to hand the place back, after which his tyres were done. So Hamilton took an impressive victory.

Bottas had been used to help Hamilton even at the expense of his own prospects. The 'selfish' driver Bottas aspired to be at the start of the season might have objected, but the logic of Mercedes running its race the way it did was incontestable. Bottas had put himself into support position by qualifying behind - and by being overtaken on the opening lap by Charles Leclerc's Ferrari. By the time he'd re-passed that it was lap six and that's where that 4.5sec deficit to the lead came from.

So, had he simply been outdriven by his team-mate in qualifying? Was that the defining difference? Maybe partly, but not wholly. He had only one set of new soft tyres for Q3 whereas Hamilton and Verstappen had two. So there was no banker lap then a riskier attack lap; just a single lap which had to be right. Why didn't he have two sets left? Because early in Q1 his first lap on the softs (0.5sec slower than Hamilton's) had not been deemed quick enough to make him invulnerable to slower cars benefiting from the track becoming quicker as he sat in the garage. Mercedes insisted he go out again to guard against that. He found over half a second, making his graduation more secure, but losing that extra set of softs in doing so.

"I disagreed with that," he later pointed out. But he did it anyway. As it turned out, his first lap would have been comfortably good enough, with half a second to spare. But track evolution is an unpredictable thing. The point was, he *might* have been caught out. That first mediocre Q1 lap was ultimately what put Bottas in the support role - because to break out of that role would have meant outqualifying Hamilton in Q3, difficult enough in itself, but verging on impossible with only one attempt to Hamilton's two.

Late race, he was far enough clear of fourth place that he could come in for a third stop, have a fresh set of tyres fitted and therefore set the fastest lap of the race, taking the extra point that goes with it. A point that would otherwise have gone to Verstappen (whose best lap was 0.7sec faster than Hamilton's, giving some indication of the protect-and-preserve nature of Hamilton's drive).

How to regroup from there? Imola was next and he'd been mighty - but unlucky - there last year, setting pole and scorching to a big lead on the first lap before then picking up debris which seriously damaged the car's aero. With a straight run, he'd

Valtteri Bottas is in fifth place in the Drivers' Championship after two rounds





# Still much to learn

Rookie Tsunoda apologises to his team for 12th at Imola

AlphaTauri's Yuki Tsunoda was the sensation of the season-opening Bahrain Grand Prix, but the old-school Imola circuit made him look like the rookie he is. In Bahrain he took two points on his debut and felt aggrieved he'd not started somewhere towards the front of the grid, only an over-optimistic choice of trying to get through Q2 on medium tyres for a better race strategy preventing that. Until then he appeared to have a small but consistent edge over highly-rated team-mate Pierre Gasly. Tsunoda is much more than just another Honda-backed driver. Red Bull sees him very much as its next Verstappen and he's been fast-tracked into F1 after a single season of F2.

He's enormously charismatic, friendly but sweary. He carries the typically Japanese samurai spirit in the car but there is a natural, open confidence which marks him out. Asked

about whether he regretted not choosing the softer tyres in Q2, he replied. "No. The team was suggesting I do a medium then a soft run in Q2, just to be safe. It was me who insisted we do medium/medium, the same as Pierre. It's important for the future. I need to learn and this is experience."

Asked by a fan what he felt when he achieved his dream of becoming an F1 driver, he replied, "I didn't have the dream to be an F1 driver. I had the dream to be an F1 world champion."

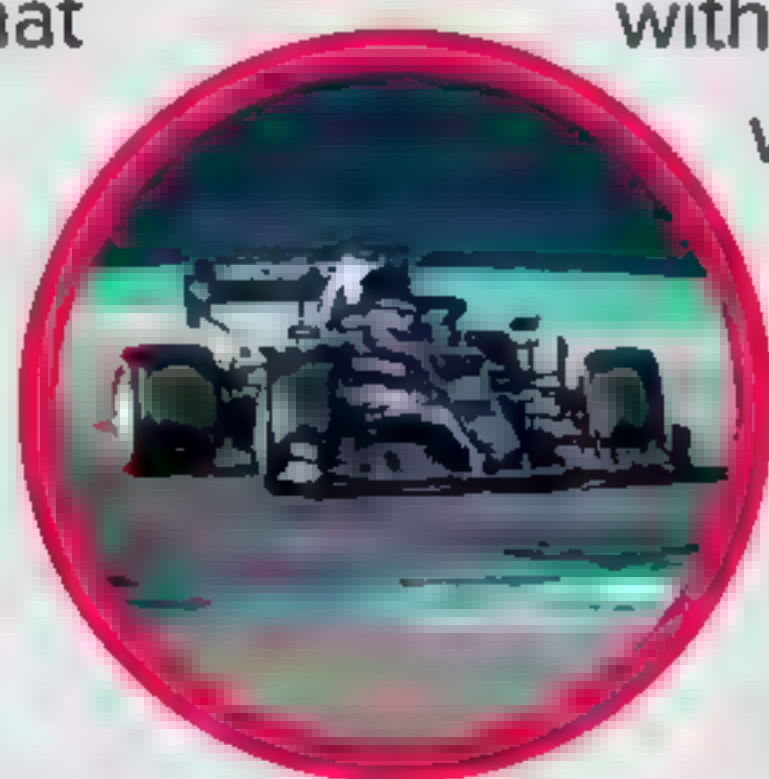
He'd done plenty of previous F1 mileage around Imola, the team's local track. But he didn't get to add to it in qualifying, crashing heavily at Variante Alta on his first flying lap. "I was pushing too hard into the entry of the chicane and just couldn't control the car after that." He was very matter-of-fact as he returned to the garage.

"I'm sure we could have got through to Q3 on the medium tyre this time."

Starting from the back of the grid he made some early progress in the race before spinning to the back on cold tyres at the restart after the red flag and coming back to 12th at the end. "I'm very disappointed

with myself and I just want to say sorry to the team. This was the first time I've been in a Formula 1 car in the wet and I learnt you

have to be so careful, especially with acceleration. Starting on the intermediate tyre during the rainy conditions made it even more difficult but it was a great opportunity for me to understand more how the compounds work in different conditions. I think points could have been on the table for me here today but it's all a learning curve and I'll take this experience with me to the next race."



The tables were turned at Imola: Verstappen took first and is now one point behind Hamilton – who gained a point for fastest lap

have won that race comfortably. That's the groove he needed to find again. So even with Covid restrictions in place, he set about maximising his chances with a trip back to the factory in the UK.

"I went between the races to Brackley, to the simulator, tried to work on the set-up, trying to find answers, trying to achieve as much as I can really and unlock the performance," said Bottas at Imola. "I lost count of how many set-up items we tried in the simulator. Coming here I think we have a good toolbox we have to choose from. But for sure it's not like a couple of years ago where you could go all the time and a few days in a row. Within the restrictions, within the situation, we're trying to make the most out of it. It's the same for the team, we are really restricted on the development time so efficiency and planning is really the key."

During Friday practice he was straight into a good place, fastest in both sessions, albeit without a good Red Bull reference as both Verstappen (broken driveshaft) and Sergio Pérez (collision with Esteban Ocon) suffered curtailed sessions. But it was clear



Yuki Tsunoda is no stranger to Imola but was thrown by the wet conditions





Rain started an hour before the race and lasted for the first 15 laps or so



The end of the race for Bottas after his collision with George Russell

that the Mercedes was much more difficult to balance around here than last year. It was taking a long time for the tyres to reach working temperature. His fastest times were coming on the second or third flying lap.

Into Saturday then and the track was yet cooler, which hardly helped. The Red Bulls were 0.5sec faster than Bottas or Hamilton in the morning practice. More tweaking before qualifying. Still the tyre warm-up problem was there.

Bottas set a quick time in Q1 - but on his third consecutive lap. Hamilton, as ever when improvisation is required, was finding a way around it and was able to get his tyres up to temperature for the first flying lap. Bottas was unable to even repeat his Q1 time in Q3, where he was a disastrous eighth-fastest - with Hamilton sitting on pole ahead of the two Red Bulls. On both Q3 runs the tyres were under temperature at the start of the lap and Bottas had difficulties at the Tamburello chicane

## **“Verstappen built up a 5sec lead over Hamilton in four laps”**

both times. In sectors two and three he was as quick as Hamilton. But he'd lost almost 0.4sec just in sector one. “I went into turn two and had a really sudden snap from the rear end and I lost a lot of time. The same in run two; I couldn't trust the rear end.”

This weekend was in danger of spiralling out of control in a much bigger way than Bahrain. A left-field technical challenge was the last thing he needed. Well, that or rain just before the start - which is what we got. Any problems in generating tyre temperatures would be exposed even more on intermediates on a cool, rainy track.

Even Hamilton suffered from it. Verstappen outdragged him off the start and would lead throughout to give Red Bull-Honda its first win of the season. Hamilton's tyres took an age to come fully in - and Verstappen built up a 5sec lead over him in four laps. Only then did Hamilton begin matching Verstappen's times, pegging the gap. The enforced gentle early pace would

come to have a bonus, though. It meant that when the tyres did finally reach proper working temperature, they had not been used as hard as those on the faster Red Bull. So Hamilton was catching as Verstappen's inters were beginning to give up the ghost before the track was quite dry enough to switch to slicks.

This was shaping into another fascinating duel between the pair. A delay at Hamilton's pitstop, caused by both front wheels being reluctant to come off, got Verstappen off the hook and still in the lead as they began the slick-tyred second phase of the race. Hamilton got another sniff thanks to Verstappen getting a bad run of backmarkers to lap and on the 29th lap he went for the inside of George Russell's Williams into Tosa, where it was still damp offline. Too damp for the speed he took in - “I was just impatient,” he rued later of the incident which took him into the gravel trap. As he tried to spin turn his way out onto the solid ground he succeeded only in nosing the front of the car into the wall, breaking the front wing. It took an age to select reverse and by the time he



# Word on the beat

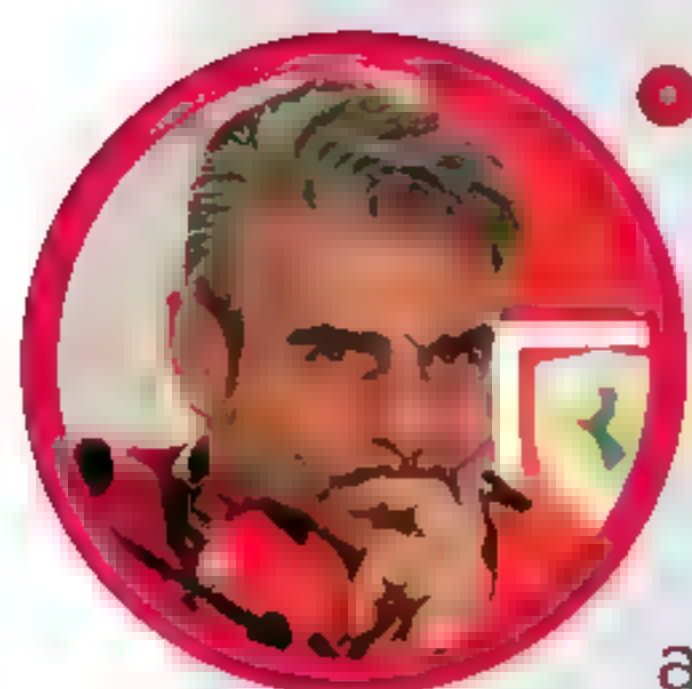
New recruits for Williams and more Covid chaos

● New **Williams** boss **Jost Capito**, below, has wasted no time in recruiting his former VW Motorsport technical director François-Xavier Demaison to the same position at Williams F1. Together they won multiple WRC titles. At the same time Willy Rampf has been recruited as a technical consultant. He is also a former VW Motorsport technical director and prior to that served many years in that position in F1 for Sauber. Capito has rubbished suggestions that this could be VW's entry into F1 by stealth and insists the team wishes to remain independent.



● The **Canadian Grand Prix** looks almost certain to be cancelled at the time of writing because of concerns about Covid transmission in the country. Istanbul Park is standing by to take over the date for another **Turkish Grand Prix** – which is logistically a good fit given that the date is one week after the Azerbaijan Grand Prix. But it's understood to be far from a done deal commercially. Meanwhile it has been confirmed that the long-awaited **Miami Grand Prix** is set to become a reality next year and will be added to the official 2022 calendar.

● **Alpine Sport** has completed a total redevelopment of its Viry Châtillon F1 power unit plant which has expanded from 1600sqm to 4000. The facility is under the direction of Cyril Dumont, Sebastian Vettel's former Renault engine expert at Red Bull.



● Former **Ferrari** team principal **Marco Mattiacci** left, has been recruited as an adviser to **Aston Martin Lagonda** but not, as reported in some places, with any planned involvement in the Formula 1 team.

An 11th F1 career victory for Verstappen at the Emilia Romagna Grand Prix



rejoined he had lost a lap. Remarkably, he was rescued from the worst effects of this by Mercedes stablemates Russell and Bottas colliding at around 190mph on the run to Tamburello, the ensuing enormous accident bringing out the red flags. Russell had been trying to put a DRS pass on Bottas – which says everything about just how badly Bottas was struggling. The obvious pre-tensions of Bottas' potential 2022 replacement at Mercedes overtaking him in a Williams could not be overlooked either.

After seeing that Bottas – still in the wrecked car's cockpit – was okay, Russell screamed at him, asking if he'd been trying to kill them both. Bottas, for his part, felt he'd stuck to his line and had always left Russell a car's width. Russell felt Bottas had made a slight move towards him, obliging him to move further right, onto the dampest part of the track and with no downforce from the DRS-open wing, the outer rear tyre simply couldn't accept any more lateral load.

The Williams snapped hard left, rearing up over the Mercedes, its left-front wheel hitting Bottas' halo side-on. When the halo was first introduced it was heavily criticised but so far it has probably saved the lives of

Charles Leclerc (Spa 2018), Romain Grosjean (Bahrain 2020) and now Bottas.

Before the restart the lapped cars (Hamilton included) were given their laps back (as happens under a normal safety car). This bought Hamilton around a minute and a half compared to where he'd have been without the red flag.

He restarted ninth and in the remaining 30-odd laps fought back up to second – far behind Verstappen. The final car he passed was the McLaren of Lando Norris who took a thoroughly deserved podium.

Bottas was left with a lot to understand. "Small differences in tyre temperature can have a very big impact on grip," said Mercedes' Andrew Shovlin afterwards. "We need to help Valtteri understand our weekend

here. Struggling in the pack, he was losing the front end in the tow, again hurting the warm up. His struggle with warm up on the medium got him caught in that bunch of cars which is what triggered the sequence that ended his race. There were moments in the weekend where he looked like he was going to give Lewis a very tough time."

He's going to have to start accessing such moments more readily if he's to keep that pre-season promise to himself. ●

**"The halo has saved the lives of Leclerc, Grosjean and Bottas"**



From the Silverstone Auctions team

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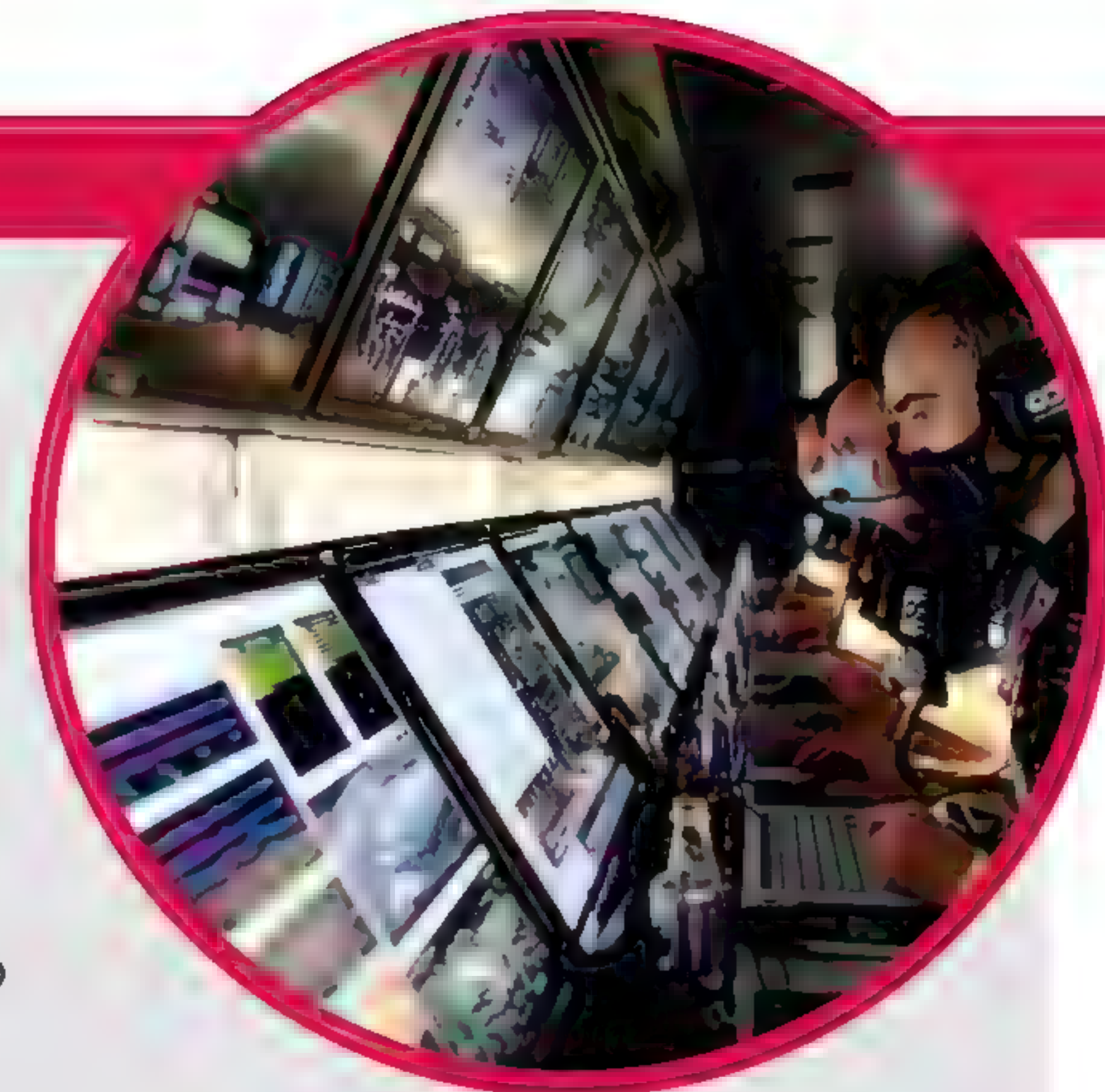
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# Mercedes treads carefully

Tyre choice was Lewis's winning formula, reports **Mark Hughes**

MERCEDES OVERCAME A faster Red Bull on race day in Bahrain through a bold early stopping strategy which vaulted Lewis Hamilton ahead of early leader and pole-sitter Max Verstappen.

Making the first of two stops from 1.8sec behind Verstappen on the 13th lap of 56 gave Hamilton track position. The high degradation rate of the tyres around the notoriously tough track meant Hamilton could go much faster on his out-lap than Verstappen on his old tyres could have gone on his in-lap if Red Bull had even tried to respond by pitting a lap later. But it defined Hamilton's remaining stints as long ones.

The best way for Red Bull to counter that was to leave Verstappen out for more ideally spaced stints, which would put him on much newer and faster tyres with which to attack Hamilton in the final stint.

Mercedes pitted Hamilton as soon as there was a space in traffic to drop him into after the 23sec pitstop time loss. The required gap was created in the mid-field by Alpine bringing in Fernando Alonso in an undercut attempt on Lance Stroll and Aston Martin responding with Stroll on the next lap. Why didn't Red Bull pit as soon as that gap was there? If it had done that, Mercedes would have left Hamilton out and attempted the more evenly spaced stints so as to have a tyre advantage at the end.

Another factor erring Red Bull away from the early first stop was it had only one new set of hard tyres (and one set of mediums) left. Mercedes had two new sets of hards waiting for Hamilton. The hard was a better race tyre than the medium, faster over a stint and more durable. It was capable of longer stints. Trying to do the remaining 43 laps on two sets

of hards was going to be difficult enough. Trying to do it on one set of hards and a set of mediums with a range five laps fewer would have been extra challenging.

Mercedes was in this position because it had planned its whole run plan through the practices this way. Knowing it was slower than Red Bull, the strategy team worked backwards from gaining track position by the earliest possible first stop. Each car is allocated eight sets of softs, three sets of mediums and two sets of hards for the whole weekend. To have two sets of hards available in the race meant not using them in practice at all. Like Red Bull, it planned on getting through Q2 on the medium so as to allow it to start the race on that tyre, rather than the less durable (but faster over a lap) soft.

This obliged Mercedes to do much of its practice on the soft tyre which it wouldn't be

running in the race, leaving Hamilton with only three sets of softs going into qualifying, two of which would ideally be needed in Q3 to maximise grid position, the other to get through Q1 (so as not to use up the mediums reserved for Q2). It involved some risk as it made them vulnerable to a yellow flag or other problem in Q1 and not having enough softs left to do the preferred two runs on them in Q3, something to which Valtteri Bottas fell foul.

For Hamilton the plan worked brilliantly, though it did require a drive of extreme patience and control – and for Verstappen's overtake attempt to prove optimistic. The root to victory though originated in that very committed tyre run plan right from the moment the wheels began turning on Friday.



Maximum time on faster hard tyres was studiously planned by Mercedes and helped give Lewis Hamilton the edge he needed over Max Verstappen





# JOHNNY HERBERT

## "What's getting me excited is the prospect of a proper ding-dong championship"

**W**HAT A GREAT TIME TO become *Motor Sport's* new columnist, as we head into a Formula 1 season that looks set to be just what we've all been waiting for. I'm writing this before Imola, where of course anything might have happened. But what's getting me excited right now, in the wake of Bahrain, is the prospect of a proper ding-dong championship - and Lewis Hamilton and Max Verstappen are clearly both up for it.

For the first time in a long time Red Bull has come out of the blocks with the capability to win races. Okay, it didn't work out in Bahrain, but it was finely poised. After testing, we wondered how far off Mercedes would be, but I understand the gap was not as much as it might have looked. Before qualifying I thought it would be mighty close, but Max, Red Bull and Honda were able to put in one of those Mercedes-style 'boost laps' that gave him pole position by nearly four tenths. I always enjoyed that feeling of going out in qualifying, putting your hand in your back pocket and finding that something extra. And on this occasion it gave us the front row we were all expecting - and wanted.

The race itself was a nice little battle on strategy, with Hamilton getting the undercut. It was typical Lewis: like Turkey last year he

did the job and it was all a bit under the radar. Suddenly he had the advantage.

Then you could see the fight was on after the last pitstop. Max was catching Lewis, but probably slower than we expected. There was radio communication with them both: look after the tyres because you'll need life in them at the end. Lewis told his engineer Peter 'Bono' Bonnington to leave him alone, and Red Bull said to Max, "We'll leave you alone. If you need us, give us a call." It ended up just as it should: everything was left to the drivers. That made it, for me, even more exciting: two brilliant drivers playing the game, like Prost and Senna, Häkkinen and Schumacher. It became raw.

The DRS-assisted overtake could have been a great move. Max got the advantage and you expected him to go for the outside at Turn 4. But Lewis knew he didn't have to push him out, he just had to place his car in the right place and that's all he did. He didn't lean on him, but Max had to do all the work - and then ran out of track.

What surprised me was when Max had to let Lewis by he moved over on to the sand, off the racing line. Then he struggled, the car was a bit loose and he wasn't able to catch Lewis, until that last lap when it started to come back to him. It's as if that sand got into his tyres and lost him the pace. He should have forced Lewis to go on the dirt to pass. That's what I would have done.

It's fortunate they are in two different teams. The last time we had a proper duel was

**"Max should have forced Lewis on the dirt to pass - I would have done"**

Nico Rosberg and Lewis in the same team, in 2016, and I remember one of the most frustrating races I've watched was the Abu Dhabi finale. Lewis was trying to be clever and back up the pack, to knock Nico into the fourth place that would allow him to snatch the title, which was a damn difficult thing to do. Then Mercedes got on the radio and told him to speed up, to stop holding everyone up. They'd won the Constructors' Championship already, why did they have to interfere with the drivers' battle? This time in Bahrain, with two different teams, each driver was left alone. That's what everybody wants, these gladiators going at it in big, powerful, difficult F1 cars.

This rivalry could push Lewis on too, way beyond this year. There's been a lot of talk about is he going to give up, is he losing interest? But just before Bahrain he said he still wanted to do more than just this year: "Why would you think I wouldn't?" Yes, he's on a one-year contract, but actually it's a good place for him to be. Who's to say he'll stay at Mercedes? And who wouldn't want Lewis Hamilton in their car? That's easy: they all would. Yes, he's massively motivated to get the eighth title, but I believe he's also motivated to carry on too. But will Mercedes go on forever? That's not usually how it works in F1. Lewis might have other options..

He's already one of the greats - those numbers cannot lie - and Max... well, he's a future champion too, isn't he? Will it be his year? Could be. But it won't be easy, for either of them. See you next month. I'm going to enjoy this. ●



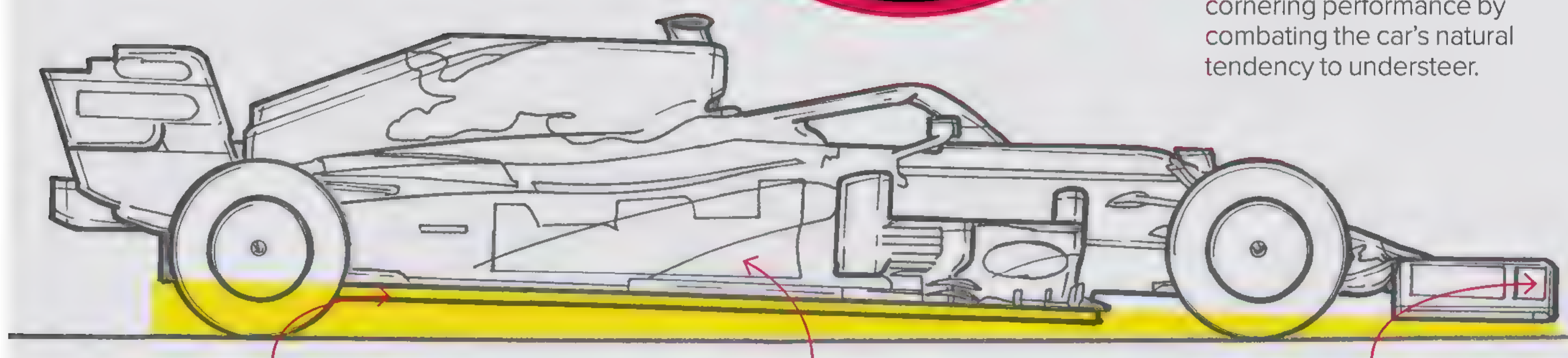
## THE RAKE EFFECT

The rake angle – essentially the difference in height between front and rear – of a high-rake car such as Red Bull's changes significantly depending on its speed.



## LOW SPEED

When travelling slowly the rake increases as the rear rises due to the lack of downforce pressing down on its long-travel rear suspension. At the same time the centre of pressure moves forward as speeds fall, which improves cornering performance by combating the car's natural tendency to understeer.



### MAX REAR RIDE HEIGHT

A high-rake car can have nearly 150mm of static rear ride height and less than 25mm at the front axle

### CENTRE OF PRESSURE

The centre of pressure will be within 2% of the car's centre of gravity

### FRONT WING LOWEST

With the front wing lower to the track, it will work in ground effect to create more downforce

## MOTOR SPORT TECH

# Raking it in under pressure

Floor changes for this year, combined with cost-cutting measures, have shifted F1's competitive order, says **Mark Hughes**

**F**ROM THE MOMENT THE regulation floor trim of 2021 was announced there were competing theories about how it would affect the low-rake and high-rake cars respectively. The fact that the two low-rake cars - Mercedes and its relative, the Aston Martin - appeared to have significantly lost competitiveness in the opening race at least suggests that the change has favoured the high-rake concept popularised over the years by Red Bull and subsequently followed

by most of the others. As such, the small tweak designed to ease the strain on the rear Pirellis may have fundamentally changed the competitive order.

A diagonal line in the outer floor, beginning 1800mm back from the front axle line to a point ahead of the rear tyre, 100mm inboard, defines the cut. In addition, the various slots and holes which previously helped to aerodynamically seal the floor and release the 'tyre squirt' air ahead of the rear wheels were outlawed. The vanes hanging

down from the rear diffuser (beyond 250mm outboard of the centre line) were cut by 50mm and those attached to the rear brake duct were also heavily trimmed.

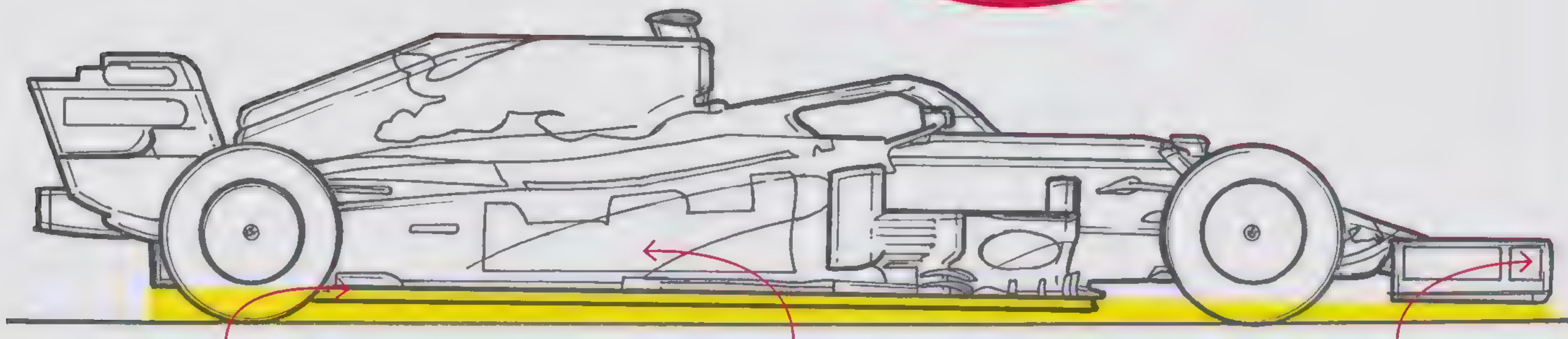
The rake angle of the floor helps define how much negative pressure (and therefore downforce) it produces. It's multiplied by the area of floor. The Mercedes (and related Racing Point/Aston) has always compensated for the lower rake by having greater floor area from a longer wheelbase. So would the floor cut and associated changes hurt the low-rake cars more because the total loss of floor area would be greater (because of their longer wheelbases)? Or would the reduced sealing as a result of the banned slots force the shorter wheelbase cars to lower their rake angles to prevent the airflow stalling and thereby lose out more than the low-rake cars? With all the teams obliged by regulation to retain their 2020 chassis as part of a cost-containment measure in the pandemic they could not design a car from scratch to suit the floor trim regulations.

The long, low-rake car has traditionally held an advantage in high-speed corners because the floor area becomes the defining difference as the high-rake car's rake is reduced by the downforce acting upon the rear, pressing the car down on its suspension. But the high-rake cars tend to have the



## HIGH SPEED

At higher speeds the rake angle reduces as the downforce from the rear wing builds and presses down on the rear suspension. The centre of pressure moves backwards improving rear stability.



### REAR RIDE HEIGHT

At 100mph an F1 car will produce 750kg of downforce and that increases with speed; this compresses the suspension, lowering the rear

### CENTRE OF PRESSURE

The centre of pressure moves rearwards, inducing understeer, giving the driver confidence in fast turns

### FRONT WING

With the rake angle flatter, both the front and rear wings' angle of attack are reduced by a few degrees, reducing downforce and drag

advantage in slower corners as the more aggressive angle of the floor (and front wing) comes to their aid.

As the drawing above illustrates, the high-rake car isn't particularly high-rake at speed as its rake is reduced by the downforce (which squares with speed) acting upon the rear of the car, pressing it down on its long-travel rear suspension. But as the speed bleeds off into slower corners and the rear rises, it puts the front wing and leading edge of the floor at a more aggressive angle (increasing the proportion of total downforce generated from the front).

Further, it also increases the expansion ramp of the diffuser (which would normally enhance downforce from the rear, too) but at a certain point when the speed falls enough, the diffuser's height above the ground makes it impossible to seal effectively and so the front of the car is increasingly favoured as the speed falls.

The rake angle also has an effect on the car's centre of pressure. This is the aerodynamic equivalent of its weight distribution - a point along its length defined by the proportion of total downforce acting upon the rear wheels and how much is on

the front. This point is forever changing according to the speed and pitch of the car, and it will tend to be further forwards at lower speeds. This is a useful trait because a Formula 1 car will naturally tend towards understeer in slow corners but oversteer in high-speed. So the centre of pressure moving the way it does helps combat that.

The effect is enhanced with a high-rake car because with the rake increasing as the car slows, the angle of attack of both the leading edge of the floor and the front wing increases. This helps to put more of what downforce there is onto the front axle.

**"There is nothing to suggest Mercedes cannot find a solution"**

In testing at Bahrain two weeks prior to the first race there Mercedes found that it had a very unstable rear end. The airflow at the rear of the car was not working as predicted in simulation and was proving very inconsistent. Possibly the floor wasn't sealing well enough at the rear. This problem was exacerbated by the notoriously

gusty tidal winds which affect the Sakhir circuit. As a Band-Aid solution for the first race Mercedes tweaked its setup by reducing the load on the front of the car to at least give Lewis Hamilton and Valtteri Bottas a driveable and consistent balance.

In qualifying, with a car that tended towards understeer - and without the high-rake aggressive centre of pressure migration to help - the Mercedes was losing all its lap time to the Red Bull in turns 5-6 and 9-10. On these two combination corners the front end of the car was surrendering as it was being asked to change from a left-hander to a right (at 5-6) or to further change direction while braking (9-10). At all the conventional corners where the speed is set and the car simply drives through it, the Mercedes was every bit as fast as the Red Bull.

Centre of pressure migration will not be the only reason for the Mercedes' difficulties at the first race. The distance of the floor from the rear brake duct sited above it will be greater in the low-rake car (as our illustrator Craig Scarborough has pointed out elsewhere) and that duct interacts aerodynamically to direct the airflow around the inner face of the tyre in a way that minimises its interruption to the underfloor. There will be other effects too, and there is nothing as yet to suggest that Mercedes cannot find an aerodynamic solution to the specific problem it has suffered at the beginning of the season.

But the first reading suggests that the reg change has had a competitive impact, not just a performance one. ●



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# Good month, bad month

James Elson charts the ups and downs of the F1 circus



## F1'S CLASSIC TRACKS

The swoop of Aqua Minarale, the dive into Rivazza, the thrill of Piratella: Imola is the closest that bitumen gets to poetry. Surely the drama of 'classic' circuits beats that of the 'Tilke Drome Tour' in more recent years? More please.



## DRIVE TO SURVIVE 3

Purists should stop complaining: if you want a more 'objective' view, watch the season review DVD instead.



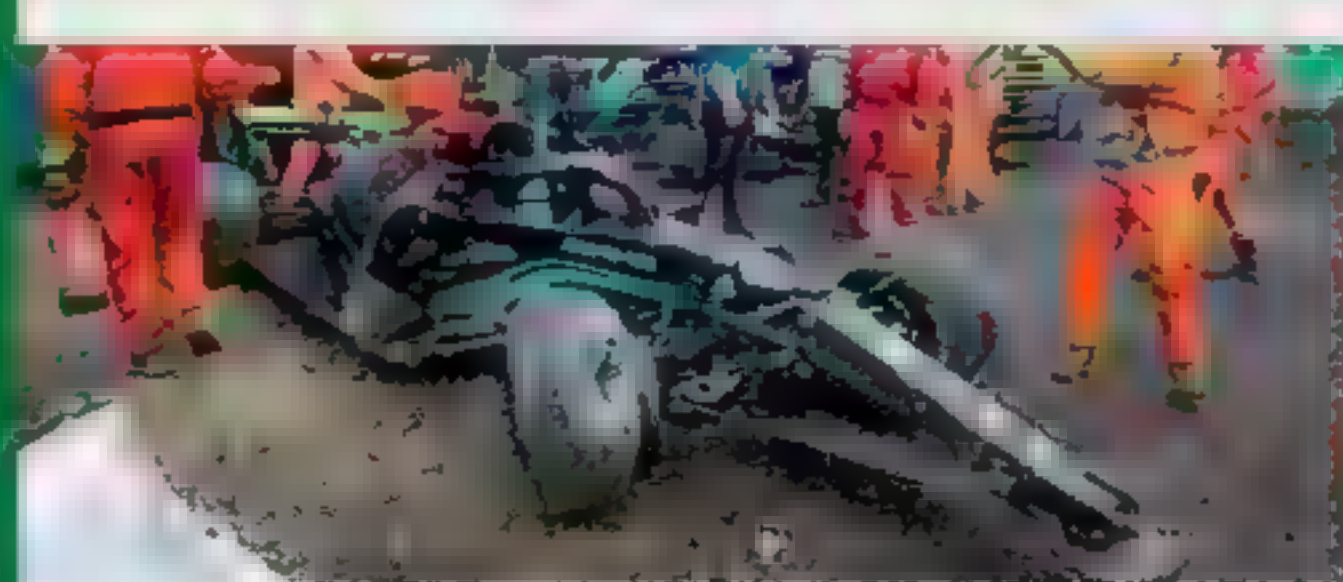
## THE NEW AERO REGS

Downforce was trimmed by 10% this year in a bid to stop Pirelli tyres bursting with sheer pride at F1's record-breaking speeds. Hang on though, what's this? The new rules seemed to have had the convenient side-effect of... slowing Merc down. Title battle here we come.



## LESS PRACTICE TIME

F1 teams now have one hour less to practice on Friday, the result being more entertainment. No longer can Hamilton and co perfect their social media while waiting for the Haas road-sweeper to clean the track for them, they've all got to get straight out there. Watching the cars fight for every last bit of road is glorious.



## F1 SAFETY

Latifi and Russell decided to do 150mph barrier safety inspections, using Mazepin and Bottas as launchpads. Both Grove cars are destroyed, but we almost take for granted that drivers walk away.



## ALPINE

Alpine's avant-garde approach continues, with its ménage-à-trois management of Brivio, Budkowski and Meo imitating an early Jean-Luc Godard film: slow, ponderous and no-one really seems to understand what's going on.



## TRACK LIMITS

The track limits debate has reached nauseating levels. What became of gravel traps, punishment for a mistake and covering yourself in more gravel than glory? Sakhar's run-offs may as well have extended into neighbouring countries (ignoring that Bahrain's an archipelago).



## SEB'S GREEN PASTURES

Sebastian Vettel currently has the aura of a man who wouldn't hire himself to drive for his own team. Vettel's woes are compounded by the fact it appears Aston Martin has copied the wrong car, the new aero regs not being kind to the low-rake squads. It's going to take more than a PR rebrand to fix this one...



## CURSE OF THE 2ND SEAT

What kind of curse did Ricciardo cast on the second Red Bull car? Bahrain self-shutdown, then catastrophe in Imola.



## 2022 F1 RULES CHANGE

We might just be in for a classic in 2021. What happens the next year then? A new rules change, likely leaving one genius team way out in front as the rest flounder, perhaps stopping any chance of a repeat title battle for years to come...



## F1 RETRO

# Racer, chauffeur, soldier, spy

Extraordinary tales from the *Motor Sport* digital archive

**L**EWIS HAMILTON COULD WIN HIS fourth Monaco GP this month, putting him in the rarefied Riviera company of Alain Prost, one win off Michael Schumacher and Graham Hill, and a further two from his hero Ayrton Senna, who holds the Monaco record.

But few Monaco victors can match the very first: William Grover-Williams. As described in Bill Cash's brilliantly detailed *Motor Sport* archive story, Charles Williams Frederick Grover (the above a racing pseudonym) led an incredible life which could've come straight from a Graham Greene novel.

Born to a French mother and an English father who bred horses for a Russian prince, the young Grover's passion for all things motorised led to him becoming a chauffeur for Paris-based artist William Orpen. He then fell in love with his employer's mistress, and the two were married.

Grover raced in grands prix, winning the inaugural Monaco GP in 1929 at the wheel of a Bugatti T35B (British racing green, naturally). WWII then struck, and Grover went undercover in Paris for the Resistance, but was betrayed to the Gestapo and sent to Sachsenhausen.

But, did it all end there? Some say not. As investigated by Cash, what we don't know about Grover seems stranger than what we do...

To read the full story visit [motorsportmagazine.com/archive](https://motorsportmagazine.com/archive)



# Downforce majeure

Lighter, more accurate and with improved aerodynamics, the 911 GT3 is fast in, fast out, fast everywhere, says **Andrew Frankel**

**I**T WILL NOT HAVE ESCAPED YOUR attention that fast car manufacturers are engaged in a seemingly endless, futile and entirely counterproductive power struggle. Porsche is as guilty as anyone, but not its Motorsport department, responsible for its GT series cars. The engineers who work there beg to differ.

Which is why this new 911 GT3 has a grand total of 10bhp more than the last, not enough to shave so much as a tenth off its 0-60mph time. Then again, if what you want is a normally aspirated engine producing around 500bhp from a 4-litre capacity, that's the price you pay. The reward is a motor that is internally identical to that in the Carrera Cup racing car, revs to 9000bhp and makes a noise of which a modern V8 Ferrari or McLaren could only dream.

Instead Porsche has chosen to make the GT3 not only faster - think 18 seconds around the Nürburgring faster - but better to drive fast too. There is the usual obsessive attention to weight loss. The additional mass of the 992

series bodyshell and its GT3-specific aero addenda are almost completely offset by weight saved in the exhaust, battery, bonnet, glass, rear deck, engine mounts, engine internals, wheels and sound deadening material.

That wing package comes with adjustable rear spoiler with swan neck mounts to free the flow of air under the wing and an adjustable front diffuser. The driver can also alter the toe, camber, ride height and anti-roll bar settings.

The biggest change is the one you can't see, unless you remove a wheel. Behind its 408mm disc you'll find the first double wishbone suspension system to be fitted to a street 911. Only the RSR Le Mans car is similarly equipped.

Fully rose-jointed, it removes not only what little slack existed in the previous MacPherson strut system but probably the last mechanical link back to the 1963 original if, of course, you except the flat-six motor in its boot.

There's not much else to discuss in the powertrain and nothing whatever that will surprise an existing GT3 owner. The engine is



A new rear wing, with elegant swan neck mounts and large slats, helps produce 385kg of downforce

the same extraordinary howling, wailing orgy of mechanical ecstasy it was in the last car, the PDK gearbox remains as good an example of a double clutch system as you'll find, and six manual gears remain a no cost option.

The chassis, however, is very different indeed. Porsche has decided to make this GT3 not just faster around a track, but more sporting in feel on the road, too. Its front spring rate has near enough doubled, meaning some of the compliance of the old system has been lost. I certainly wouldn't want its B-road ride to be any firmer and I hope that when the wingless, road-oriented Touring arrives towards the end of the year it will have less challenging settings.

But take it to a track, as Porsche insists the majority of GT3 drivers will, and it's obvious from the out lap why it's been set up this way.

The first thing you notice is front-end grip no GT3 on standard Michelin Cup 2 tyres has ever had. It's quite unlike a 911 in this regard, where the nose has always needed quite careful management to get it turned in. Not any more: this one has a voracious appetite for an apex. Once you've got over the surprise, the GT3 feels more neutral, fluent, accurate and much faster. The entire car feels better balanced and more like the mid-engined machine it clearly isn't.



Air outlets on the carbon bonnet are competition-derived





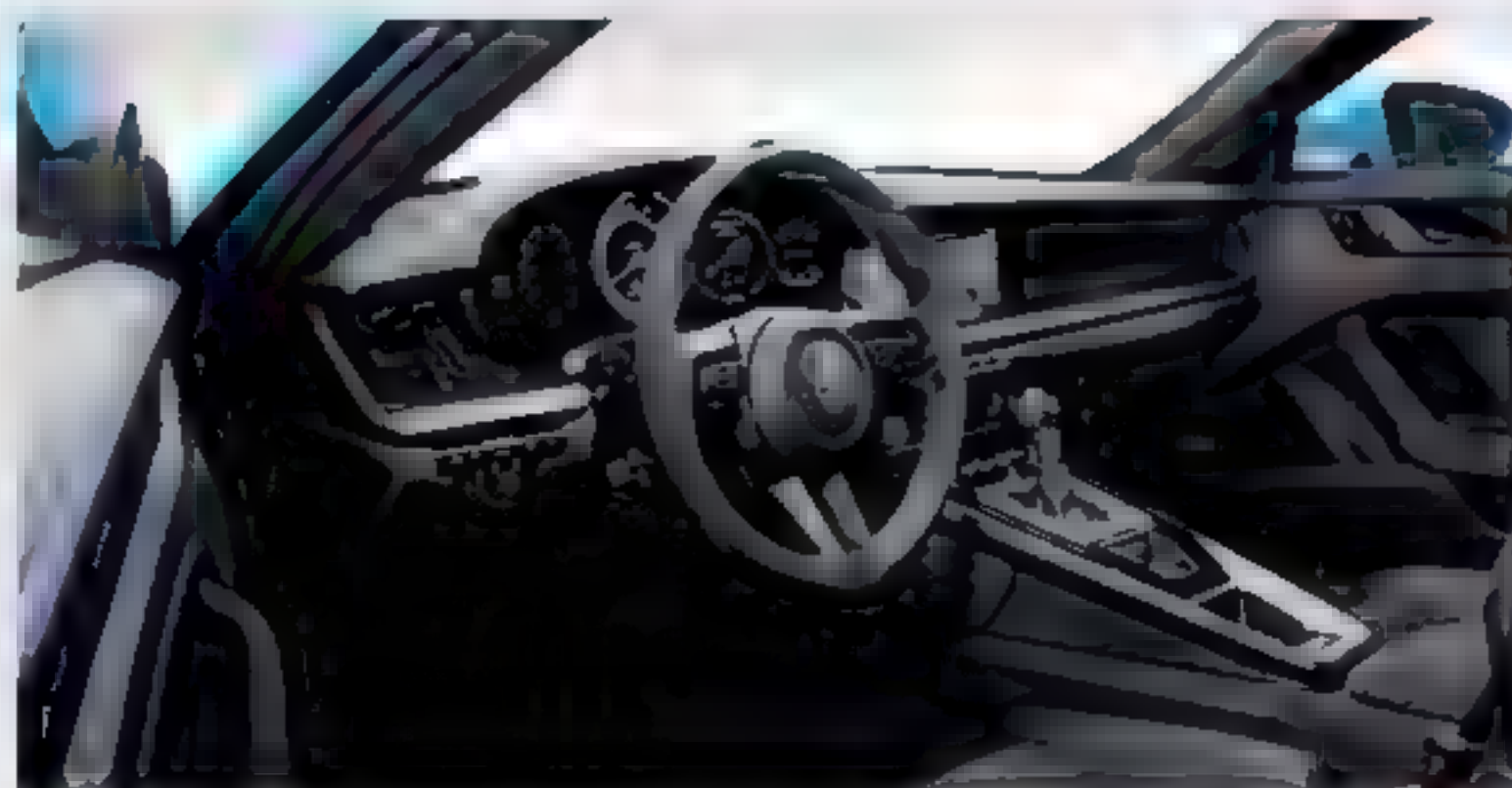
## “Porsche decided to make this GT3 not just faster round a track, but more sporting on the road, too”

The old ‘slow in, fast out’ 911 adage can now be modified to ‘fast in, fast out, fast everywhere’.

And this is almost exclusively good news, not least because the improvements in the GT3’s suspension are matched by an aero package that is most definitely not there for the sake of appearances. With the rear wing at its steepest angle it produces 385kg of downforce, which I’d say is close to optimal for this kind of car. Any less and it would not feel so settled and confidence-inspiring in quick curves, any more and it would require stiffer springs to support the body, compromising low-speed grip on track and the firm ride quality on the road.

If all this new-found ability has a downside, it is that the car is more serious and less playful than before. Of course you can still break the back loose and vaporise the Michelins in a series of extravagant drifts, but this is a car whose natural inclination to slide has been reined in at both ends: less understeer on the way into

### PORSCHE 911 GT3



- **Price** £127,820
- **Engine** 4 litres, 6 cylinders
- **Power** 503bhp
- **Weight** 1435kg ● **Torque** 479lb ft
- **Power to weight** 351bhp per tonne
- **Transmission** Seven-speed double clutch, rear-wheel drive
- **0-62mph** 3.4sec ● **Top speed** 198mph
- **Economy** 21.7mpg ● **CO<sub>2</sub>** 293g/km
- **Verdict** Whether used on the track or as a daily car, you will be satisfied.

a corner, less oversteer on the way out. Clearly it’s the quicker way to go. But more fun? That depends on how you choose to drive such cars, and the truth is that despite what we see on television, even GT3 drivers don’t tend to spend their time in a state of perpetual opposite lock nirvana. It’s not easy, you look foolish if you get it wrong and it can be expensive, too.

This, then, is so much more than the next GT3 down the line. Porsche has decided to do this one quite differently, and while some will welcome its ability on track, my advice to those planning on using a GT3 as a regular road machine is to satisfy yourself that its ride and refinement remain within acceptable bounds. But if you’re going anywhere near a track in one, prepare to be shocked by its abilities.

In this regard it’s now not so far away from the previous GT3 RS, which can mean only one thing: the GT3 RS we’ll see next year will have to be mad to maintain the gap. I can’t wait. ●



# Improve the staycation

Family cars don't come much better than this V8 estate

**T**HIS IS A MORE THAN USUALLY comprehensive mid-life refresh for the best and most likeable ultra-high-performance estate – which is available with saloon bodywork, too. Outside there are minor visual changes, designed as much to improve aero efficiency as the car's look. Inside comes the latest MBUK operating system where rotary dials and buttons largely give way to touch-sensitive haptic pads.

It may be I'm an incompetent operator but the cabin controls are now more difficult to use. And the big central wheel from which almost all systems could be governed has now been replaced by a touchpad and I didn't like that either. I can see such measures make for a more glossy cabin and I'll bet it's cheaper to make, but form should follow function in any Benz and here, bluntly, it doesn't.

Just as well then that, to drive, it remains so rewarding. A two-tonne wagon has no business handling this well. The way you can



Plenty of room for buckets and spades and a superb driving experience

sit there, swaddled in such comfort guiding it effortlessly from apex to apex with little more than a flexing of the wrists is something to behold. And that 603bhp V8 is still as good as this kind of engine can be.

We know the V8 will not appear in the next generation of fast C-Class, so let's hope its big brother avoids that fate. An E63 without a V8 might be faster and more economical, but it wouldn't be the same car any more.

## MERCEDES-AMG E63S ESTATE

- Price £100,380
- Engine 4 litres, 8 cylinders, turbocharged, petrol
- Power 603bhp at 5750rpm
- Weight 1995kg
- Power to weight 302bhp per tonne
- Transmission Nine-speed automatic, four-wheel drive
- 0-60mph 3.5sec
- Top speed 180mph (limited)
- Economy 23.7mpg
- CO<sub>2</sub> 271g/km
- Verdict Great engine, unusable cabin

# Disco dances to a new tune

Improvements all round – well, mostly – for Land Rover misfit



**T**HERE IS NO UNHAPPIER CHILD in the Land Rover family than the Discovery. Teased for its awkward appearance from birth, lambasted for its inability to capture the charm of its predecessor and uncomfortable in its position as a car that calls itself a Land Rover but drives more like a Range Rover – even that is not the end to its indignities. Now there is also the Defender to add to its woes, with people like me endlessly pointing out it is the true replacement for the old, beloved Disco.

When you discard sentiment and look at it as a car, the Discovery is one of the best-value premium full-size SUVs out there. And never more so than now, thanks to a suite of revisions. There are new hybridised engines, new suspension settings, better steering, an almost unbelievably improved infotainment system and external visual tweaks that sadly do little to improve its appearance.

I tried a 3-litre diesel – now a straight rather than V6 – and found myself driving

a comfortable, refined and luxurious car that just happened also to be able to go places at which a mountain goat might blanch. It's spacious, easy to operate (at last) and feels beautifully constructed.

This renewed Discovery is more like a seven-seat Range Rover than ever. A Land Rover should always retain a rugged charm, and the Disco doesn't. A Defender is inferior in many ways, but it's still the one I'd choose.

## LAND ROVER DISCOVERY D300 SE

- Price £56,440
- Engine 3 litres, 6 cylinders, turbocharged
- Power 296bhp at 4000rpm
- Weight 2362kg
- Power to weight 125bhp per tonne
- Transmission Eight-speed manual, four-wheel drive
- 0-60mph 6.8sec
- Top speed 130mph
- Economy 33.9mpg
- CO<sub>2</sub> 218g/km
- Verdict Capable car; but those looks!



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32 AWB	429 BSS	FJP 65	18 JJA	7 LCD	99 OL	RCT 45	771 TF
1980 BA	1972 CA	4 GCA	19 JJB	4 LRH	94 PAJ	RGG 83	TJE 10
5 BCP	70 CEM	56 GLA	JLD 48	555 LY	400 PEC	RJS 16	911 TJL
BEM 37	10 CTL	129 HRK	13 JLW	222 MEW	PEJ 91	314 SDA	1975 TM
6 BJE	222 DEP	98 HSR	64 JOM	818 MF	PEK 7	608 SDD	V 600
53 BJF	100 DST	30 JBK	9 JRJ	530 MLE	8 PJJ	85 SDF	233 VS
5 BJN	EFM 25	17 JEG	JRR 67	MND 11	PKS 777	SGL 13	WAA 87

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Photo: Courtesy of Romans International





**HORTONS**  
BOOKS

# Anyway, who needs Formula 1?

With nine Le Mans wins, Tom Kristensen's record tally will stand for some time, says **Simon Arron**. So why no GP success?

IT WOULDN'T HAVE BEEN AS SNAPPY, BUT this could just as easily have been titled *Mr Inexplicably Never a Grand Prix Driver*. When you reflect upon Tom Kristensen's junior career and the rivals he beat, some of whom went on to win at motor racing's top table, it seems bizarre that the Dane never so much as sat on a Formula 1 grid.

But in the manner of such as Gil de Ferran, Dario Franchitti and Kenny Bräck, he converted his natural spark into a hugely successful career in a parallel universe, winning the Le Mans 24 Hours at his first attempt and going on to become the most successful driver in the event's history. He won the World Endurance Championship (2013), the American Le Mans Series (2001) and took F3 titles in both Germany (where he succeeded Michael Schumacher) and Japan, but he will always be most famous as the man who broke Jacky Ickx's record of six Le Mans wins and eventually set the bar at nine.

Given that he was born at a Shell filling station run by his father Calle, a successful amateur racer, his future career path wasn't altogether a surprise.

The 53-year-old still competes for fun, but retired from the racing mainstream at the end



**Mr Le Mans**  
Tom Kristensen with  
Dan Philipsen  
Evro Publishing  
ISBN 9788797260302  
£40

of 2014. Written with award-winning Danish sports journalist Dan Philipsen, his life story is delivered in both the first and third person, Tom piping up with his own reflections to add substance to his co-author's context. There are also selected essays by writers who have worked closely with him over the years, including endurance racing guru Gary Watkins - who some will recognise as a regular *Motor Sport* contributor. As Philipsen notes, "Tom wasn't allowed to alter even a comma. It is their perspective."

They add further balance to an account that doesn't set out to settle any scores - Kristensen is one of the most grounded people you are likely to meet in motor sport, and not the type to make enemies - but leaves you in little doubt when he considers an injustice to have been done.

The list of F1 offers that came his way is almost as remarkable as the fact none of them came to fruition. In 1994 Eddie Jordan proposed that he should replace the suspended Eddie Irvine in the Pacific Grand Prix at Aida... but he was gazumped by Aguri Suzuki. Later that season he was lined up to race for Simtek at Suzuka... until the hopeless and hapless Taki Inoue arrived with a suitcase full of yen. He agreed to race for the new Mastercard Lola team in 1997, but the contract also required Lola boss Eric Broadley's signature, which wasn't forthcoming (a lucky escape, as it transpired, as the project collapsed before the second race). There was



a cheap deal on the table from Minardi for 1998, but he felt it more prudent to be paid well to drive touring cars for Honda and sports cars for BMW. Even so, he was offered a Tyrrell seat in France that year, though he thinks that was probably political, an effort to persuade incumbent driver Ricardo Rosset's backers to part with more cash to keep him in the seat. There were later opportunities, too, to work with Williams and Jaguar. Given all of which, things didn't turn out too badly...

On a personal level, the book serves as a reminder that I have known the subject for 25 years - which barely seems possible. Our first contact came after Kristensen's name appeared on the entry list for the 1996 FIA F3000 Championship, as a driver for Shannon Racing (which appeared from nowhere, entered cars in a great many series and then promptly collapsed). I tracked down his number, rang to ask him about the deal and



Test driving the Minardi-Ford in 1997 - but Kristensen would never experience an F1 race





'Mr Le Mans' Tom Kristensen has also won the Sebring 12 Hours more times than any other driver – six – and is seen here in 2016 being inducted into the Sebring Hall of Fame

## "Given that he was born at a Shell filling station, his future career path wasn't altogether a surprise"

was met with bewilderment because it was news to him. (Note that this was better than the occasional alternative, when you'd phone a driver to ask what they'd be doing after losing their seat with Team X... and discover that Team X hadn't yet actually told them as much.) A few hours later he called back, having established that he had indeed been nominated. It was a sign of his calibre that he qualified on pole for his second race – at Pau, a street circuit he'd never seen before – but the team fell apart soon afterwards.

Later in the campaign, after he'd been thrown a lifeline by Edenbridge Racing,

I bumped into him in the media room at Spa and asked whether he was planning a change of career. It transpired that he'd never raced there and was just studying Eau Rouge through the window, to get an idea of its contours. At the time, I had a copy of Geoff Crammond's *MicroProse Grand Prix* on my laptop. Tom sat down, did a couple of virtual laps in Ukyo Katayama's Tyrrell and said, "Thanks, now I know which way the track goes." That afternoon, he again took pole.

Ultimately, his career was deflected by a phone call that interrupted a tennis match in the summer of 1997. On the other end of the

line was Ralf Jüttner from Joest Racing, asking about Kristensen's availability to race for them at Le Mans 10 days hence.

Before practice began, he did an exploratory lap of the circuit in a hired Renault Clio... and managed to get stuck in a gravel trap. Things would go rather better in the race – and continued to do so thereafter.

This is a sizeable tome, at 430 pages, but then his is a tale worth telling. **o**

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Takuma Sato became the first Asian driver to win the Indy 500 back in 2017, and doubled up last year. Could he make it a hat-trick?

## A 500 for the fans?

IndyCar's showpiece at Indianapolis is back in its usual May slot, and could even have crowds. **Jake Williams-Smith** takes a look

May 30

ONE OF THE TOP SPECTACLES of the motor racing season, the Indy 500 is set to return to its traditional calendar slot in May, and there's even the prospect of the race being allowed to have fans in attendance.

The premier IndyCar event is aiming to have as close to its 250,000-capacity crowd in the grandstands as possible, according to circuit owner Roger Penske.

Last year's 500 was delayed until August because of Covid-19 restrictions and safety concerns, but so far preparations for the 2021 race have gone ahead without a hitch... fingers crossed!

There are plenty of attractions to keep up with this year as familiar faces mix it with the up-and-coming IndyCar talent in the battle at the Brickyard. Two-time winner Juan Pablo Montoya returns as part of a reunion with his former F1 team McLaren. He will be aiming to become the 10th driver in history to win the 500 on at least three occasions.

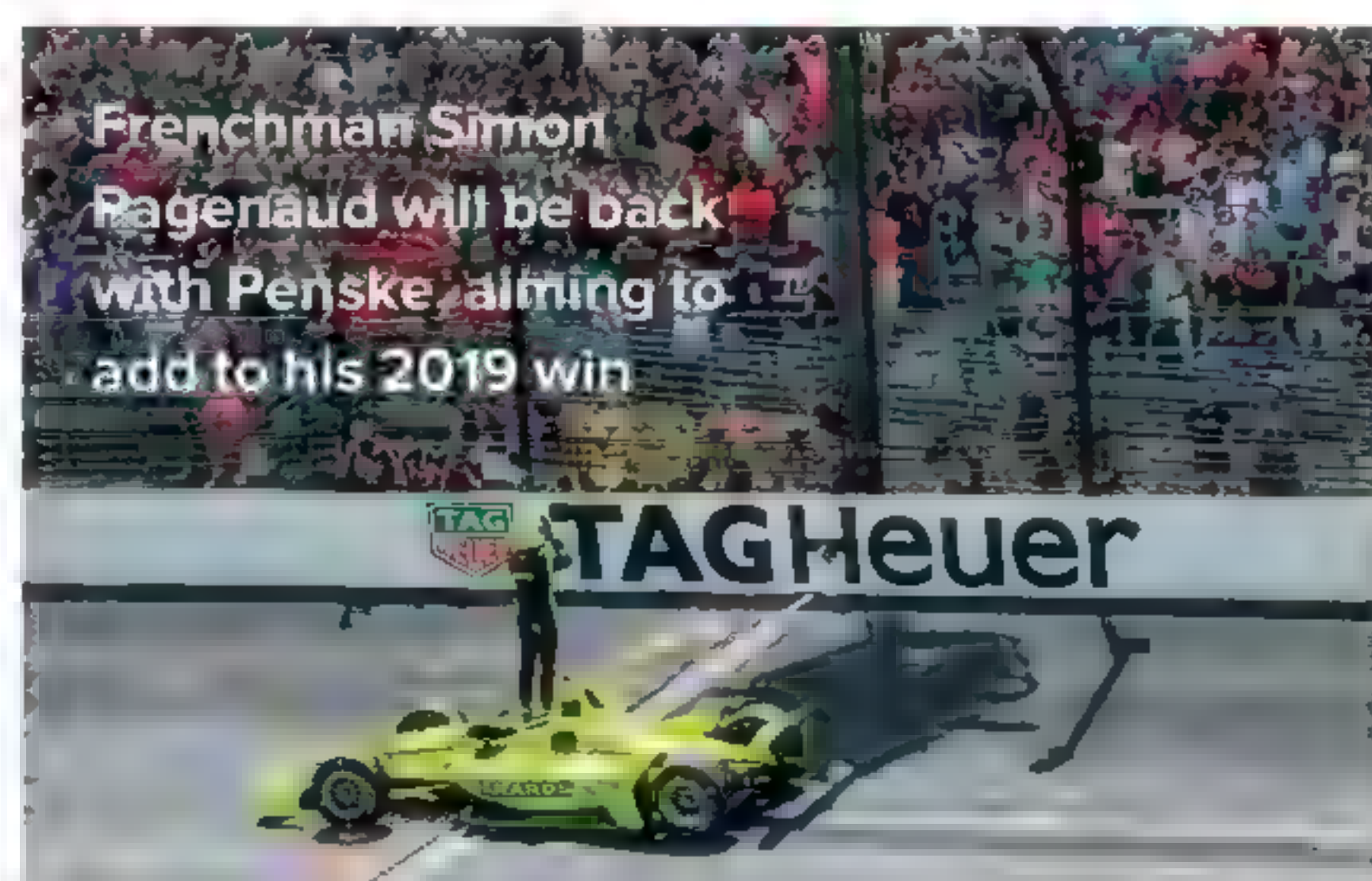
V8 Supercars champion Scott McLaughlin is competing in his first IndyCar season with Team Penske. He impressed in the virtual IndyCar Series during lockdown last year, but

a win in the real thing could be a possibility for the New Zealander.

Penske has won two of the last three Indy 500 races, and the Brickyard does have the ingredients to throw up a surprise winner every now and again.

Alexander Rossi's 2016 win as a rookie was one of the recent shocks and Takuma Sato added to his 2017 victory last season, holding off Scott Dixon in the final laps to secure his second victory.

Pietro Fittipaldi filled in for Romain Grosjean in F1 last season and will take the Frenchman's place for the 500 this year, while 2013 winner Tony Kanaan steps in for seven-time NASCAR Cup Series champion Jimmie Johnson at Chip Ganassi Racing.



Frenchman Simon Pagenaud will be back with Penske, aiming to add to his 2019 win

### FORMULA 1 - AZERBAIJAN GRAND PRIX

June 5-6, Baku, Azerbaijan

Racing returns to the streets of Azerbaijan as F1 visits Baku for the second street race of the season. Mercedes has a 75% win rate around the streets and Red Bull is the only other team to have won in Baku.

### MOTOGP - GERMAN GRAND PRIX

June 18-19, Sachsenring, Germany

The 2021 MotoGP season has been intriguing so far, with plenty of brilliant racing to open up the year. Yamaha started the campaign strongest, but can it stay on top of the Michelin rubber when the series rolls into Germany?

### BTCC - ROUNDS 4, 5 & 6

June 12-13, Silverstone, UK

Round two of the 2021 BTCC season heads to Snetterton, and could have limited fans in attendance for the first time in over a year. Team BMW and Colin Turkington was the combination to beat last year but rivals will be keen to prevent any early season momentum.

### NASCAR - ALLY 400

June 10-11, Nashville, Tennessee

Another new venue for NASCAR in 2021, Nashville hosts the Ally 400 in June. The speedway reopens for the first NASCAR meeting since the 2011 Truck and Xfinity races. With several big names yet to book their place in the Playoffs, it could prove a crucial race.

### BRITISH GT - ROUND 2

June 18-19, Silverstone

The United Kingdom

The showpiece three-hour Silverstone 500 forms round two of the British GT season. After missing out last November, fans may be allowed back for the late-June race date, albeit at a limited capacity post-lockdown.

### MOTORSPORTS

- June 3-6** World Rally Championship, Rally Sardegna
- June 12-13** World Superbike Championship – Misano
- June 18-20** World Challenge Europe – Zandvoort





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The 'engine', seen through the case back, is the work of Montblanc's Minerva workshop

# The fullness of lime

Limited to 18 pieces, Montblanc's green-tinged, military-inspired 1858 chronograph will evoke the envy of those in the know

**Y**OU PROBABLY APPRECIATE ALL things mechanical, in which case you'll love the view through the sapphire crystal case back of Montblanc's limited edition 1858 Split Second Chronograph in Lime Gold as much as the way it looks from the front. This decidedly distinctive watch was a parting shot from Morgan-driving car enthusiast Davide Cerrato, who proved himself to be one of the most imaginative designers in the business during five years as the boss of Montblanc's horological division before he stepped down from the job in January.

The unusual hue of the case is the result of combining 18-carat gold with small but specific quantities of silver and iron to produce that distinctive greenish tinge.

Cerrato has perfectly matched the colour with a golden dial featuring outer telemetric markings and a snail-shaped tachymeter scale, resulting in a retro military look that's united through just the right amount of green detailing.

But it's only when the watch is turned over that its full story begins to unfold. That 'engine' is from Montblanc's Minerva manufacture, which aficionados will know for being synonymous with some of the most beautifully finished movements of the 20th century.

Until 15 years ago the only way to own a Minerva was to buy a vintage one, but after

Richemont acquired the tiny factory in 2006 and handed it over to Montblanc to give it instant 'manufacture' status (and the credibility that goes with it), the brand launched its 1858 line of watches driven by a series of magnificent Minerva-made movements.

Named after the year of Minerva's founding, all Montblanc 1858 watches are hand-wound and finished to exceptional levels of detail - a labour of love that, in this case, amounts to a 287-part split-second mechanism that enables the elapsed timing of two events that start, but don't end, simultaneously (such as two cars that finish a race in first and second place).

While the impressive watch is said to be a reinterpretation of a 46mm 1930s military chronograph, the case has been downsized to a more day-to-day practical 44mm and fitted with a green nubuck strap that nicely completes what is undoubtedly one of the best-looking watches to have emerged so far this year.

There are, however, two not insignificant downsides (besides the price tag). One is that a mere 18 will be made, and the other is that the Montblanc name still lacks serious horological clout despite the fact that few other watches are better finished, have greater mechanical integrity or, in our opinion, look so damnably good.

*Montblanc 1858 Split Second Chronograph Limited Edition, £44,500. montblanc.com*



**Z**ENITH DEMONSTRATED PERFECT timing with its Defy Extreme, an extra-tough version of its Defy sports watch, just as Extreme E launched. Zenith is the official timing partner of the electric off-road race series, which began in Saudi Arabia on April 3. The winner of each round will receive a Defy Extreme watch, described as having a titanium case that is "faceted and carved like a boulder in a storm". The 45mm chronograph has the El Primero 9004 movement that can record elapsed times down to 1/100th sec. *Zenith Defy Extreme, from £15,300. zenith-watches.com*



**B**ITAIN'S LEGENDARY MOTORCYCLE racer Carl Fogarty has partnered with Forzo to create a collection of Foggy models, which were unveiled by the four-time World Superbike champion and triple Isle of Man TT winner via a Kickstarter launch on Facebook Live. The watches commemorate Foggy's 123mph lap at the 1992 TT. This year, the red-faced Foggy Chronograph will be the first available. All will be engraved with the star's signature and limited to 123 pieces. *Forzo Carl Fogarty 123 MPH, from £500. forzowatches.com*

*Precision is written by renowned luxury goods specialist Simon de Burton*





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# Jan Magnussen

THE  
MOTORSPORT  
INTERVIEW

A promising start brought comparisons with Ayrton Senna but it was away from Formula 1 that the Dane made his mark. Here, the Le Mans regular lifts the lid on his highs and lows

INTERVIEW: ROB WIDDOWS



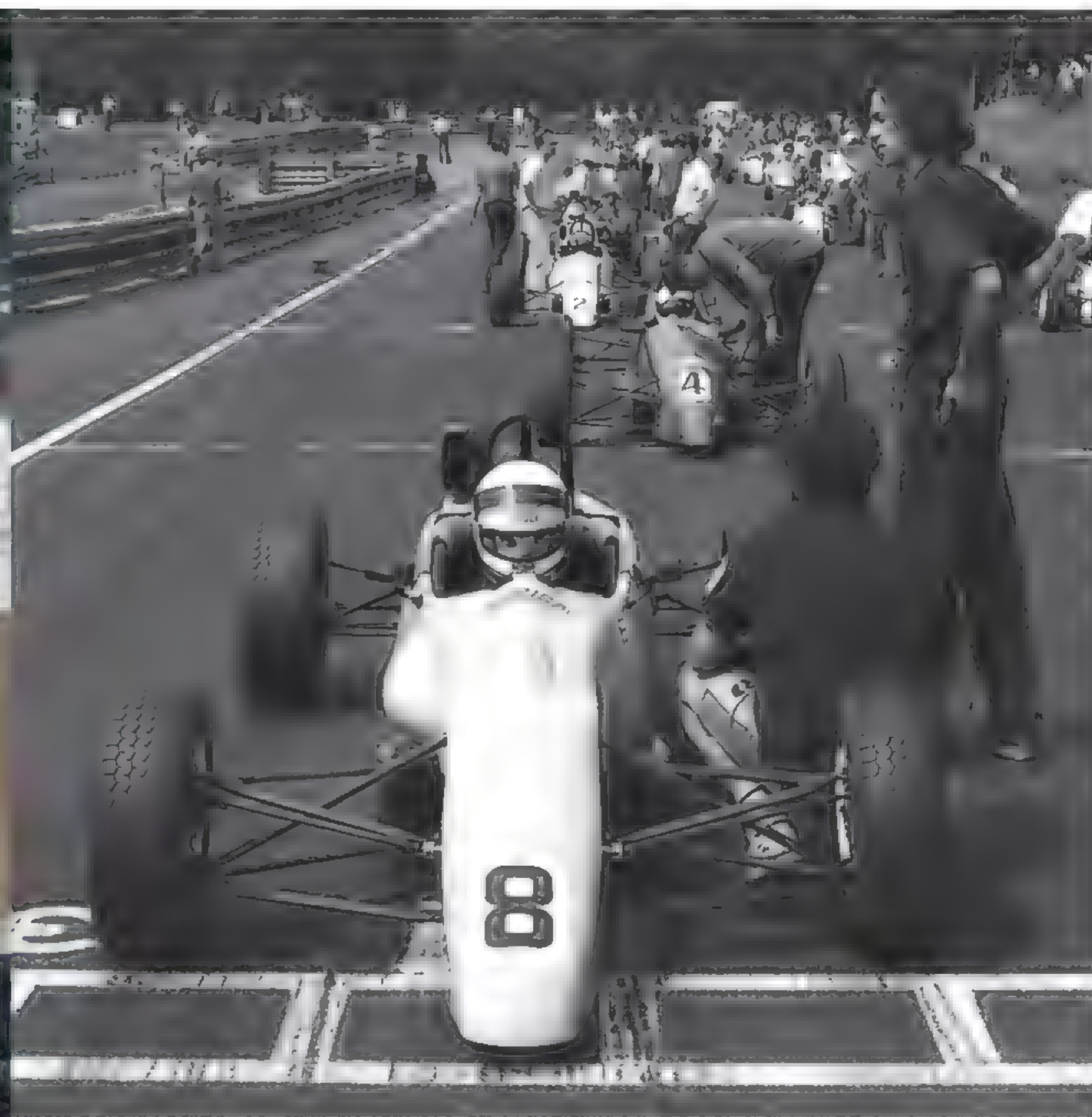


Wendell test driver  
Mansell, right, covered  
for the appendicitis-stricken  
Senna at the  
GP in 1995. Nigel  
Mansell bowed out from F1  
after 1995, appearing twice





Driving for Paul Stewart Racing, Magnussen stormed British F3 in 1994. Right: on the grid at Oulton Park in 1992 in the Formula Ford Van Diemen RF92



**J**ACKIE STEWART DESCRIBED JAN Magnussen as “the greatest driving talent to emerge since Ayrton Senna”. The young Dane dominated the 1994 British F3 championship, winning 14 of 18 races for the Paul Stewart team. As a teenager he’d already won the ultra-competitive Formula Ford Festival, his destiny as a future Formula 1 world champion seemingly assured.

He made his F1 debut for McLaren at the Pacific Grand Prix in October 1995 but the dream career was diverted across the Atlantic for 1996. Jan stood in for both Paul Tracy and Emerson Fittipaldi in Penske’s CART team after both were badly hurt in accidents. Then came the big chance to prove himself with the Stewart Grand Prix team alongside Rubens Barrichello for 1997.

To this day people are still mystified why it ended, not with a championship, but by being replaced by Jos Verstappen halfway through 1998. Talking to *Motor Sport* from his home in Roskilde, this immensely likeable Dane looks back on his time in F1 and tells us, in typically honest fashion, how he rebuilt his career in America.

**Motor Sport:** You came to England as a teenager, won the Formula Ford Festival in 1992, by which time you were also a father at just 19. Everyone was talking about you. It all seemed so easy.

**JM:** “Well, yes... and no. I knew I had the speed and the talent in the car but it was still early days and there was very little money.

I’d already won three Kart World Championships, two junior and one senior, so I knew I had to come to England and get myself into a Formula Ford. I’d had some support at home from Team Denmark, who helped young athletes, but it was very small money and racing at home was really only at club level.

“I felt confident I would be competitive in England. My son Kevin [who would go on to race in F1 for McLaren and Haas] was born just before the Formula Ford Festival in October ’92 and it was pretty difficult balancing the racing with being a father so young, a lot of pressure. Looking back it was not the greatest situation but I’m so happy it happened that way. I’d go home and spend time with him when there was no racing. It was harder than I thought it was going to be but I learnt so much and won seven of the last nine races of ’92 including the Festival and that led to Formula Vauxhall and Opel in ’93, including a couple of races with Paul Stewart’s F3 team.”

**M** Your F3 season with Stewart in ’94 was extraordinary, winning 14 of the 18 races, setting new records, and Jackie Stewart declared that you were the greatest driving talent since Ayrton Senna.

**JM:** “Yeah, people around me were saying these things and I started to believe it myself. And yet, you know, in some ways it didn’t

do me a lot of favours because it all came to me so easily, so naturally. It wasn’t something I had to work at. I thought this was how my whole career was going to be. Maybe too much success so soon, but Jackie Stewart was always very supportive. Not everything he did was right for me, but he tried. I was a smoker then, not fit enough, and he tried to point me in the right direction. I had a lot of respect for him and for what he had achieved before I was even born. It was a good team, we gelled well together, but I didn’t have a great working relationship with Paul Stewart and later on that probably went against me. That aside, right then, at the end of ’94, I really felt there were no limits. I don’t want to sound big-headed but

I knew I had the talent.”

**“I don’t want to sound big-headed but I knew I had talent”**

**M** That F3 title brought you a testing contract with McLaren and DTM racing with Mercedes for ’95. At the Norisring you had your first real setback, crashing your scooter and breaking a leg.

**JM:** “That was really horrible. My manager was on the back and she was very badly hurt. We came out of the track, on the way back to the hotel, and I drove straight out into the main street and was hit by a car. It was bad, but I wasn’t out for that long. I was testing 11 days later. The year after, again at the Norisring, I had a huge crash when a brake disc exploded and that did me a lot more





Injury replacement at Hogan Penske in 1996 brought IndyCar experience. Right: tension at his F1 debut in 1995



Ron Dennis with McLaren's young hope, but the team boss was less than impressed

harm mentally. A big accident like that will happen and you have to get over it, get back in the car.

"Those DTM cars were fantastic, the coolest cars I ever drove and I had two wins. There was big money involved, some politics of course, and I wasn't on the best team."

**M** *The McLaren test contract was, on paper, a huge opportunity but it didn't deliver as much as you hoped. Just one race, at the end of '95, standing in for an unwell Mika Häkkinen in Japan. What went wrong?*

**JM:** "It's not so simple. Ron Dennis and I were such completely different people. We had some awful meetings. He would say I was disorganised, not focused enough, and yeah, with hindsight, maybe I let myself down. I should have been fitter and been better organised that year. McLaren wasn't the same then as the team we see now. I think it's more open today, more supportive of young drivers. I probably should have stayed there to keep learning but it was a test contract and I wanted to race. The idea was to get me up to speed in an F1 car, to be ready to race one day, so I was just doing very short runs

in testing, in and out, giving some feedback. The longest run I ever did was four laps and then, on the Sunday before the race in Japan, I was told I'd be doing the Grand Prix.

"There was no time to prepare, just some practice starts and pit box entries and off to Japan. It was a very stressful week, a real mouthful, but the guys did everything they could to keep me calm, give me space to get myself ready. I finished 10th, just behind my team-mate Mark Blundell. I could have passed him but I wanted to be seen as a safe pair of hands, not run into him, but I should have had a go and passed him. Ron Dennis asked me afterwards why I hadn't tried a bit harder. He wasn't impressed.

"After that, in '96, McLaren did a deal for me to race for the Hogan Penske IndyCar team, standing in for Paul Tracy after his Michigan accident and also for Emerson Fittipaldi after his big accident. I liked the American racing scene very much, the more relaxed atmosphere. But at that time... I was still very keen to succeed in Formula 1 and I was quite verbal about it, so that closed any doors that might have opened for me over there. I didn't show IndyCar the respect

I should have done but the cars were great to drive, very powerful, and much more mechanical than an F1 car."

**M** *Now comes your best chance to prove yourself in Formula 1 with Stewart Grand Prix in 1997 alongside Rubens Barrichello. Can you explain why this opportunity delivered so little?*

**JM:** "Aaaah, well, so many things, you know. First, the biggest mistake I made was relying on what I perceived to be my natural talent. Driving, racing, came so easily to me but Formula 1 was just so tough, and working in a way that I didn't fully understand at the time. In F3 the team was always right behind me. All those victories were theirs as much as mine, and I thought it would be the same in F1. But it's such a tricky business and I didn't identify where I needed to work harder until it was too late. I didn't feel the team was always supporting me. There were clauses in the contract, like if there were new parts for the car they would go to Rubens. I thought, 'Okay, if I am slower than him, the team must realise why,' but it didn't work like that. The team was constantly developing





In the wet of the Monaco GP in 1997 Magnussen finished seventh but at Stewart storm clouds were gathering

in '97 and the upgrades went to Rubens with whom, I have to say, I always had a really good relationship. We were proper friends, and that's the biggest positive I took away from my F1 career.

"The car itself was pretty decent in '97, but we had so many engine problems, so many retirements. When things keep failing you just don't get enough laps in the car and I needed time to gain my confidence. In '98 the car was better, the engine was more reliable, but then we started having gearbox gremlins, and it was the first year of the grooved tyre so I had to re-learn everything. Formula 1 is not always the right place to be for every racing driver, however quick or talented he may be. The chances of the right car at the right time are very slim. It looked good for Kevin [Magnussen] when he went to Haas but at the end I think money became more important than talent for the team."

**M** *Despite the problems at Stewart Grand Prix, Jackie himself had high hopes for you*

**"It was over, we were done, and that did my head in for six months"**

*and gave you a four-year contract. How helpful was he when your career clearly wasn't going to plan?*

**JM:** "He tried to help me but not everything he did was right for me, like his driving lessons. That pissed me off. He took me to Oulton Park with a Ford Escort, for him to show me how to drive, but that wasn't where I needed help, and not in a Ford Escort. That was not a good day. Jackie tried to help me get my mind around things in the right way for Formula 1, point me in the right direction,

but by then it was too late. In fact I was getting much closer to where I needed to be and in Canada I finished sixth, got some points. I felt I was back on form, but I had a big shouting match with Paul Stewart in Montreal about all the new parts going to Rubens' car. Testing had shown that his car was faster with all the updates and a different wheelbase so I felt the team should take account of that. But Paul didn't accept any of that and when I got back to England, Jackie phoned me. He said, 'Jan, I'm afraid this is

the call,' and that was it, they were going to put Verstappen in the car for the Magny-Cours test and they didn't want me there. So it was over, we were done, and that did my head in for about six months.

"I went back to Denmark, contemplated leaving the sport, doing something different. I needed to 'find myself' again, but I had learnt a lot about what you need, and what you don't. And I tried to pass on some of those lessons to Kevin, about working within the team. Rubens was always very good at that. I didn't think he was listening at the time but he was and says it helped. I think Formula 1 is a bit more open now, with more freedom to be an individual."

**M** *It's a good thing you didn't quit because you rebuilt your career in spectacular fashion, starting with Panoz in America where you and David Brabham had success.*

**JM:** "I felt so much better as soon as I got to America. It was right for me. I'd always enjoyed the way they go racing there, and I was immediately happy with the team. First I had to put Formula 1 completely out of my mind. I hadn't realised how unhappy I'd





Happier times with Panoz: alongside David Brabham, Magnussen was winning once again

been there, and I wasn't going back. Kevin feels the same way now. He's incredibly excited and motivated by getting into those big, powerful, noisy sports cars and loves driving them. Anyway... it was David Sears who put me in touch with the Panoz GT1 programme, run by Tony Dowe, so I went and did a test. I immediately fell in love with the car. It was a little bit weird, with a front engine, like a Batmobile, and it sounded amazing, a real monster. It took a while to get used to sitting so far to the rear, but the test went well, I was fast, and Don Panoz offered me a deal right there for 1999. I went back to Denmark, packed my bags, and moved to America within a week.

"Sometimes it's great being the underdog. We didn't beat the Audis and the BMWs on a regular basis, but we did beat them a few times and those were such massive wins. I loved it, these were proper battles and we had a small team, just 15 people, when Audi had hundreds of guys. Winning again was so good, celebrating all night."

**M** Tell me about the partnership with David Brabham. It seemed like a match made in heaven, the two of you combining your skills to keep the opposition on their toes.

**JM:** "Oh, yeah, absolutely. He is a very technical driver, super smart, very analytical in everything he does, totally honest, and he has a calmness about him that he works on - to his advantage I have to say - and he's one of the guys I have learnt the most from in my career so far. In the beginning we were complete polar opposites, but we had a lot of fun with the team, and over time I learnt

a lot about myself as a driver and as a human being from him.

"By the end of 2002 we were all pushing Don Panoz to put the engine in the right place, and he kept refusing. He didn't want to do that, and he asked us, 'Have you ever seen the horse push the cart?' He did build a new car but it was a dud and anyway the engine was still in the front. So, going towards 2003, David and I started negotiating a new contract and in our first meeting we had a big list of things we wanted to change. Well, I guess we caught him on a bad day,

because within 15 minutes we were back outside and a bit disillusioned. We sensed he wanted to close down the team so now it was time to look for new opportunities.

"You know, Don Panoz was kind of a weird guy, but weird in a good way, a complete original. I will always remember

one race at Sebring where I've had five class wins. It was so incredibly hot and I'd always struggled with the heat in these front-engined cars, the exhausts running alongside you, and at the end of my first stint at Sebring that weekend the car was like an oven. I came out of the car, I was boiling, glowing red, so I took my overalls off and Don Panoz comes along, looks at me, and says, 'You should put some sunblock on that.' Well, I can laugh about it now."

**M** After the Panoz years you raced various different cars in long-distance events, catching the attention of Doug Fehan who ran the Corvette Racing programme. Incredibly, you stayed with Corvette for 16 years but how did such a relationship begin?

**JM:** "To make a long story short, I'd driven for Riley & Scott and for Prodrive in America, and a one-off at Le Mans in a Japanese-run Audi R8 with some good results and then the call came from Corvette. Doug Fehan said to me, 'Jan, I think we'd both benefit if you come and drive for us rather than against us,' but they were super-loyal to their existing drivers so it was three years before I joined.

"I became so embedded with the brand that I stopped getting any other offers, but it was a fantastic time and those cars are so cool to drive. We had some great battles with Prodrive in the GT1 car, and with Porsche in the States, really proper racing, and I was enjoying the endurance drives by then. It had taken time for me to get my head round racing for 12 hours and 24 hours, it's a different skill, going hard but saving the car. I didn't like these long races to begin with, thought they were a pain in the butt. It was only when I drove the Panoz LMP1 across the line at my first Le Mans in '99 that I felt the satisfaction of getting to the end and seeing how much it meant to all the guys who'd worked so hard. We were nowhere, way down in 11th, but right then I appreciated what it's all about, this endurance racing. It's a team effort and, when it goes right, all that work is very rewarding."

**M** Motor racing needs gifted mavericks and you are one of those - someone who enjoys racing great cars. Having proved yourself before and after Formula 1, are you in a good place as you start another season?

**JM:** "Yes, you might be right but I like to win, I like a battle. This year will be my 23rd Le Mans, racing the High Class Oreca 07 Gibson in LMP2 with an all-Danish team this season. I'll be sharing with Anders Fjordbach and Dennis Andersen so it really is Team Denmark and that's nice.

"My first laps in the car, in Bahrain, felt really good. It drives very like an Audi R8. The racing in LMP2 is close so I'm looking forward to it. I don't know how much longer I will keep racing but I do know that I will stop when I am not fast enough, when it's not fun any more. As long as I'm part of the fight I will keep going. Meanwhile life is good here in Roskilde, a place with some great racing history. Stirling Moss won the Danish Grand Prix here in 1961 and more recently, when Stirling read that he'd always been Kevin's great hero, he invited him to lunch, told him all the old stories of racing here.

"Right now we're all at home for a while and I'm going karting with my 11-year-old son Luca today. So, yeah, there's lots of good life after Formula 1." **○**





Practice in the Corvette C7.R at Laguna Sec in 2018; Magnussen spent six seasons with Corvette Racing in the US. Above: a class win for Magnussen, centre, and Corvette at Le Mans 2006







# MY Greatest RIVAL

DAVID COULTHARD ON  
MIKA HAKKINEN

McLaren team-mates for six seasons, yet they couldn't travel on the same plane. **David Coulthard** recalls his frustration with the Flying Finn



**I**T HAS TO BE MIKA HÄKKINEN, an opponent for seven years, with good times and bad. Good times when developing the McLaren, bad times when we ran at the front. He was very quick. Like all Scandinavian drivers, he'd been left-foot braking since way back in his career, whereas I was a bit late perfecting that.

The rivalry came to a head at the Belgian Grand Prix in 1999 when we were battling for the championship. We had the front row, we touched at the first corner, and I went on to win the race. Mika wouldn't speak to me on the podium and afterwards his engineer Mark Slade said to me and my engineer Paul Monaghan, 'Well, if we lose the championship it's your fault.'

There are teams within teams and drivers are selfish. That can be disruptive and it was up to Ron Dennis to manage it. He'd sit us down away from the track, make it clear we were part of a team, and he expected us to race in the best interests of the team. Hey, we were pussycats compared to people like Prost, Senna and Lauda.

It got to the point where Mika and I would go to Nice airport, get on two separate planes, arrive wherever and get

into two separate cars to the track. It was complete madness. On the drivers' parade before the race we'd stand on the truck and not speak a word to each other. So yeah, it got very intense.

Team orders became a problem at Jerez [European Grand Prix] in '97 when Ron agreed, if necessary, to help Williams get

the title for Villeneuve, although it was never admitted. But as we know, Jacques and Michael [Schumacher] collided, the Williams was damaged, and on the last lap Mika and I both passed him. I'd already been asked to let Mika pass, which was never discussed, so I declined that invitation for a few laps. They told me I was compromising my place in the team - I took that to mean I'd be fired - so I moved over. That gave Mika his first victory, and Jacques won the title in third behind us. I was not happy.

Then, in Australia in '98, Mika and I had the front row but the car was still a bit fragile. Ron said not to push each other, whoever gets to the first corner first stays there, and that was Mika. We lapped everyone up to third but then Mika made a pitstop - he'd been told to cool the brakes but he misheard the call and thought they'd told him to pit. So I was leading by quite a distance when the team told me to slow down and let Mika pass. So that was two victories that slipped away, when team orders weren't legal and the fans didn't understand what was going on.

Mika was fair, not a dirty racer, and a pretty uncomplicated guy. I admired the way he went about his racing."



## Head-to-head

Coulthard	vs	Häkkinen
10	WINS	20
7	POLES	26
13	FASTEST LAPS	25
42	PODIUMS	42
296	POINTS	360

Figures taken as McLaren team-mates 1996-2001



# Flashback...

For two decades **Maurice Hamilton** reported from the F1 paddock with pen, notebook and Canon Sure Shot camera. This month we are at the 1983 Monaco Grand Prix as Theodore Racing's weekend comes to an abrupt end in pre-qualifying



**F**OR ALL ITS VITALITY AND RAZZAMATAZZ, Monaco can seem a solitary and hostile place. Particularly at around 8.30am on the first day of practice in 1983. As pre-qualifying got under way, I joined a handful of spectators by the wall overlooking Tabac. I was a motor sport reporter for a British newspaper and I needed to check the progress of Derek Warwick as he hefted the Toleman-Hart around the streets in an attempt to earn a place among the 26 cars allowed into official practice.

With only five cars running, there was not much action, either on or off the track. During one of the many periods of comparative quiet, I heard a distant *karrumpff!* With no mention of anything untoward from the track commentator, who would have been desperately searching for any incident of consequence, I thought no more about it.

Not long after, I happened to look round and saw Johnny Cecotto making his lonely way up Avenue JF Kennedy. It was the work of a moment to quickly raise the Sureshot and press the button.

This was a public area and yet, as the surprisingly desolate surroundings show, there was no one around to ask the former motor cycle world champion for his autograph. Which was probably just as well.

The faint sound I'd heard was the Venezuelan's Theodore being dumped against the barrier at the exit of the tunnel. With no spare car available, Cecotto knew his Monaco weekend was over before it had scarcely begun. It was a heavy blow in every sense since this should have been his fifth race in Formula 1 with a struggling team formed through a marriage of convenience between Theodore and Ensign. (Cecotto had finished an excellent sixth on the streets of Long Beach. This would be his only championship point in a grand prix career that would be ended by broken legs sustained during a nasty accident at Brands Hatch 14 months later.)

Cecotto was about to meet Roberto Guerrero, hurrying back to the pits after stopping his Theodore with broken transmission on the climb to Casino and hoping to take over Cecotto's car. Johnny's angst would have been exacerbated by having to explain to his fellow South American why he, too, was creating a long shadow on foot at such an early hour.



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Race History: 1955 Mille Miglia (Race No.415) Fornasari/ Fortunato (11<sup>th</sup> in Class) | 1955 Bolzano-Mendola (Race No.188) Fornasari  
1955 Aosta-Gran San Bernardo | Stella Alpina (Race No.162) Fornasari | Entered in 1986 Targa Florio & Entered in 1987 Mille Miglia

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## LETTERS

**R**EGARDING MY DRIVE AT THE 1971 RACE OF CHAMPIONS [LETTERS, MAY], HERE ARE the facts. Firstly, Emerson and myself were down to drive Lotus 72s but mine was not ready in time for most of practice so I started from the back of the grid with Ronnie Peterson, who also had problems. I asked Colin Chapman for advice regarding the start and he simply put his arm round me and said, "You're driving it, boy, not me..."

I made one of the best starts ever from the inside of the rear row and while everyone else moved to the left for the approach to Paddock Bend, I stayed right and by the time I got to Druids I was in fifth place ahead of a lot of the big names. As I opened the throttle out of Druids the engine cut dead and I had to wave through all those I had passed. I quickly turned back on the electric fuel pump and fired up the engine but it would only rev to 6000, so I pitted. I tried a lap or two more but it would only run with the electric pump and again would only rev to 6000 so I retired. Afterwards the mechanic said that the drive belt for the mechanical fuel pump had broken and that the engine had to be removed to get at it.

So that was my short and bittersweet story of that race, and of course Emerson went on to win [the following year] in a similar car. Grrrrrrr...

TONY TRIMMER, BY EMAIL



Wet-weather wizard Jacky Ickx passes Ferrari's Niki Lauda (12) at the 1974 Race of Champions

**I**N YOUR INTERVIEW WITH JACKY ICKX [May] he mentions passing Niki Lauda on the outside of Paddock in the wet 1974 Race of Champions at Brands Hatch. I happened to be on the inside of the corner, probably trudging from one camera position to another, and was lucky to snatch this jaw-dropping move on camera, even though it was only on slow colour film. It defied all the understanding I had about how a race car stayed on the slippery track. Ickx was on the most negative-cambered bit of Tarmac, it was soaking wet and he was off the racing line - why he didn't end up in the gravel trap is beyond me. Clearly, a consummate car-control artist.

IAN DAWSON, SOUTH NORWOOD, LONDON

**I**'M SURE YOU WILL BE OVERWHELMED with wonderful material about Murray Walker but I thought this photo [below right] showing British F1 leading lights turning out to see him cutting a cake at Monaco 1988 might be of interest. From left: Frank Williams, next to him Herbie Blash, then Ron Dennis, Bernie Ecclestone, Ken Tyrrell, Jackie Oliver, Peter Warr (partially obscured), Derek Warwick, Julian Bailey and Nigel Mansell.

We were there, hosted and generously shown round the paddock by Maurice Hamilton for the *Independent*, as my wife had won a competition in that newspaper, the prize being a trip for two to Monaco for her to present Ken Tyrrell with an *Independent* award.

NIGEL URWIN, LONDON

**W**E ALL REMEMBER MURRAY Walker as the frenetic voice of grand prix racing and his passing is a sad reminder of what comes to us all.

I had the surprise pleasure of meeting Murray in the early 1980s. We were at Thruxton competing in a round of the ASCAR championship (US V8s versus UK V8s), and on returning to the paddock before practice, my team told me, "Murray Walker is looking for you." I thought this had to be a wind up - Murray is our grand prix commentator; surely he is not working

at a Thruxton club meeting! Shortly after that, to my shock, Murray arrived hugging sheaths of paperwork and introduced himself, informing me that he was commentating for the meeting. He wanted to know about me and the car (a race-prepared Aston Martin V8).

The few minutes of conversation extended to about 15 minutes as he extracted all the information he required and more, and throughout our brief meeting he displayed personal friendliness and an understanding of all things motor sport. He was a true professional.

Unfortunately our car destroyed its engine on the third lap of practice ending our day, with Murray issuing a single announcement that we were a non-starter. Happy to have met an icon - it made my day! RIP Murray.

DON PRATER, BROMHAM, WILTSHIRE

**A**S A LONG-TIME SUBSCRIBER TO *Motor Sport* I am aware that there is a huge amount of knowledge out there in its readership, so I wonder if any of your readers can help to identify this car [right]? The photo appeared on the Lost Edinburgh Facebook page a few months ago. The location is the Maybury Road in Edinburgh, with Cammo Tower visible in the background, but the photographer, the date and the car are all a mystery!

The car looks as if it could be an aero-engined beast typical of the Brooklands era, and the fishtail exhaust may also suggest a possible Brooklands link; however it also appears to be road registered and fitted with lights, which is surely unusual for such a vehicle.



Murray Walker, flanked by F1 greats, on cake-cutting duties at the 1988 Monaco GP





While Emerson Fittipaldi lasted just 33 laps in the 1971 Race of Champions in his Lotus 56B, teammate Tony Brummie's chance at the title in his rapid Lotus 72 ended even sooner

Maybury Road is a long, straight open road close to Edinburgh Airport. Nowadays it is interrupted by traffic lights and a roundabout, but in the era when this photo appears to have been taken it would have been an ideal road for testing such a large and presumably powerful car.

Can any of your readers perhaps offer some more information?

IAIN NICOLSON, EAST CALDER, WEST LoTHIAN

I WAS VERY SORRY TO HEAR OF THE DEATH of Chris Craft, who was always one of my favourite drivers. It was at Brands Hatch in 1962 that I first saw him race his famous 'Orange Peel' Ford Anglia and immediately I was struck by his meteoric driving style. Although the car looked well-used it went like the clappers and was obviously very well prepared.

Of course Chris later went on to greater things, winning the European Sportscar Championship in 1973 in a Lola, coming third at Le Mans in 1976 in a de Cadenet-Lola and driving a Brabham BT33 for de Cadenet in the 1971 United States Grand Prix at Watkins Glen.

I met him once at Brands Hatch and found him to be a friendly, approachable



person. He was without a drive for most of that year and when I asked him if he had retired from racing he replied, "It's more a case of racing having retired from me!" Fortunately, the next season saw him racing one of the Hammonds Chop Sauce-sponsored Capris in the British Saloon Car Championship.

At an HSCC Super Prix event at Brands Hatch a few years ago, when they were celebrating the 50th anniversary of the one-litre Formula 3 'screamers', the late Brian Jones asked him if he had ever considered racing in historics and he replied, "No, just riding a motor cycle scares the sh\*t out of me nowadays!"

He will be sadly missed.

MIKE STARK, BEARSTED, KENT

I CHOKED UPON READING THE MAY 2021 issue, and feel compelled to write to tell you why. Normally I love the magazine and go from cover to cover, and have done so since my teenage years.

It was regarding the omission of four-time winner Alain Prost from the *Monaco Masters* article. An unbelievable occurrence, given that his record could so easily have been six Monaco wins but for the late crash in 1982, and the stall at the start in 1993 (a race in which he subsequently clawed a fourth place).

He had also dominated there in Euro Formula 3 in 1979.

Coincidentally, I happened to watch his victory in the 1986 race last week on YouTube, and it reminded me that it was one of the most dominant performances I'd ever seen, before or since, at the track. Incredible, therefore, that he wasn't given his own article.

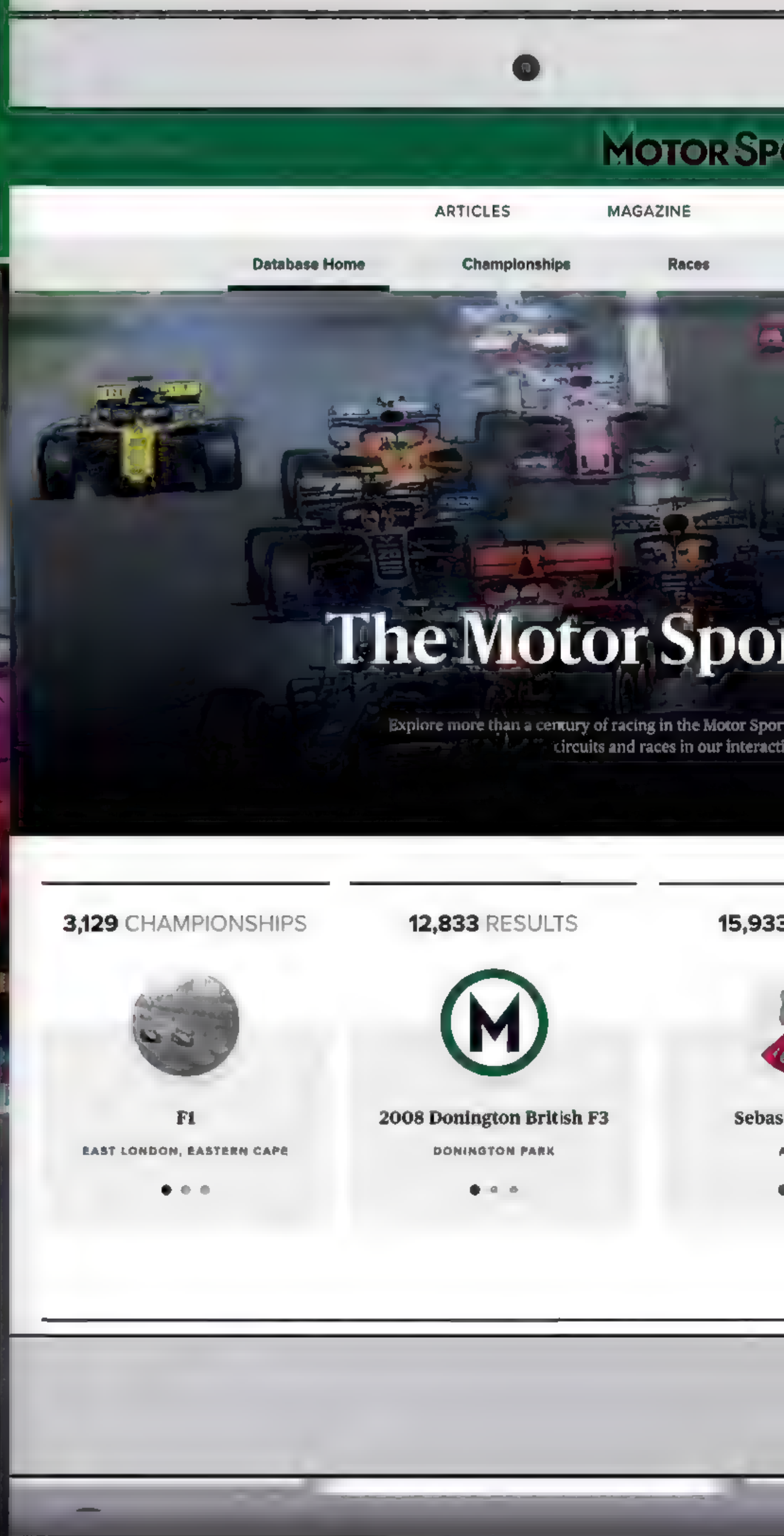
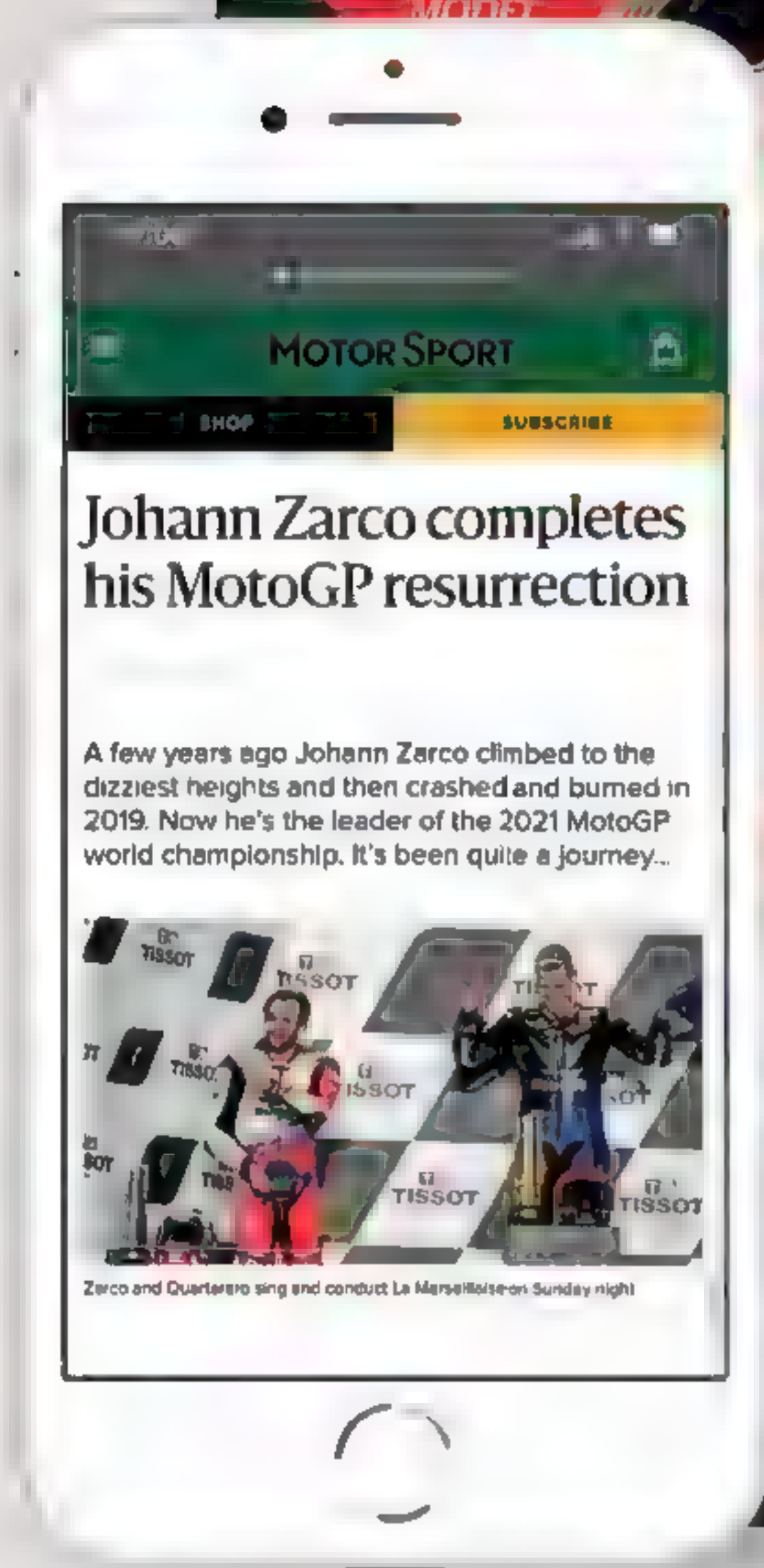
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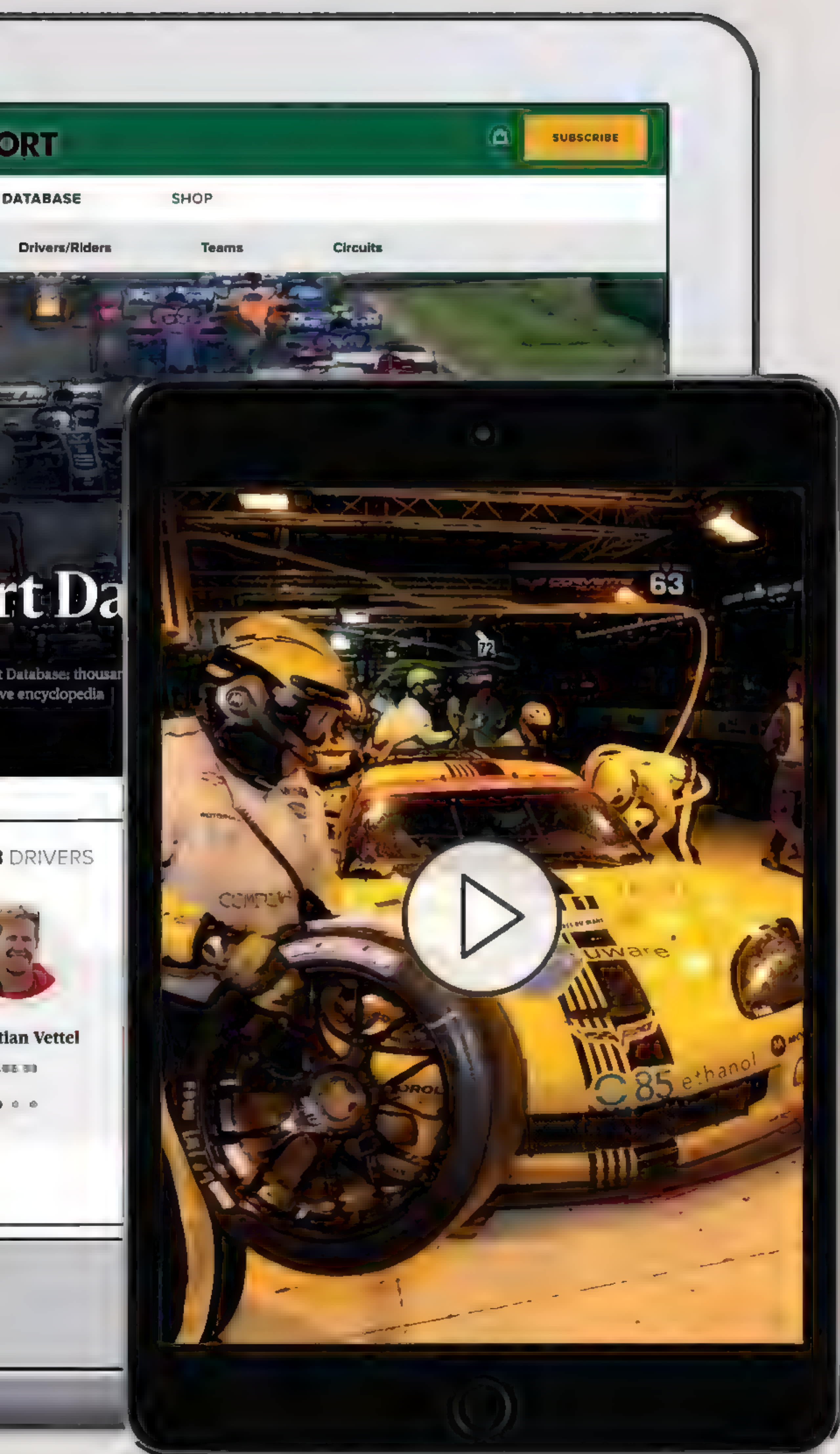


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# Lost Ferrari rides again





In 1961, Phil Hill was crowned F1 champion at Monza driving the Ferrari 156 – a race in which team-mate Wolfgang von Trips and 14 spectators were killed. Almost 60 years later, Phil's son **Derek Hill** takes the wheel of a 'Sharknose' to experience what life was like for his father

PHOTOGRAPHY: ERNST SCHLOGELHOFER



It's September 2019 and the Hill family is reunited with the 156 – this one a replica owned by the Europe-based American collector Jason Wright



The Ferrari 156 'Sharknose' interrupted the British Formula 1 revolution led by Lotus and Cooper-BRM in the first year of the 1.5-litre engine regulations in 1961 and gave Maranello a potent, if brief, performance edge that my father Phil Hill, Wolfgang von Trips, Richie Ginther, Giancarlo Baghetti and others took full advantage of in that season 60 years ago.

While the British teams gnashed their teeth over the regulation change, Ferrari made hay with Carlo Chiti's V6 that had evolved out of Formula 2 since 1957. Its spaceframe chassis was conventional, but that striking twin-nostril nose, the neat mid-engine layout and Enzo Ferrari's unfortunate insistence that all 156s should be broken up once they became obsolete has guaranteed the Sharknose a special place in the illustrious halls of Ferrari F1 history. That my father became America's first F1 world champion in the car gives me a unique and personal connection to it.

In September 2019, I had a chance to drive Jason Wright's wonderful replica at Reims and Zandvoort for a documentary I have been making about my father since 2009, a year after his death. The tests and film shoots amounted to the most momentum I'd ever had with the project. I even had a production company and a big distribution company in New York working with me, and



Top and below: a few laps at Reims for a replica. Above: Phil Hill racing at the 1962 British GP, at Aintree; a poor season for Ferrari







Many original features  
give an authentic feel of  
Formula 1 racing in the  
early 1960s





**Main:** running against the circuit's flow of direction in front of the magnificent relic that is the main grandstand at Reims.  
**Left:** the timewarp is complete beside the old (and lightly restored) pits





## “I always dreamt about what it was like to drive these cars”

I thought it was really going to happen now. Then the pandemic hit and I just put it aside because I had other things that I needed to do.

I'd driven one of Jason's 156 replicas up the hill at Goodwood a couple of years before, but you don't get a feel for a race car until you are on a proper circuit. Being able to drive it at Zandvoort was like going into a time capsule and having my mind blown. I always dreamt about what it was like to drive these cars, to be in a state-of-the-art grand prix car from those times. They are beautiful pieces of artwork, the sound and look of them, but you certainly feel vulnerable and exposed. It's more like bobsledding than driving race cars as I know them. Then put it into the context of how long the circuits were and how fast, no chicanes or barriers to speak of... I always think of Spa, drifting through those high-speed sections with death right there on the edge, in a ditch or on an old stone wall, if you overstepped your mark. They were on a razor's edge.

It was an emotional experience to drive the 156 Sharknose. It forced me to get deeply in touch with not only who my father was but also the whole experience he had. It got me closer to understanding how difficult and

challenging the environment was, dealing with the tragedies that were taking place - and their frequency, which we will never know again.

The documentary is a long ongoing story, motivated out of a desire to capture on film the people he worked with, while that window was still open. I have so many questions I wish I'd asked my dad, who was a larger-than-life figure. Racing brought us closer together, but that was such a short window of time - he got ill and there were difficult years. So the documentary has been all of that: piecing together who he was by understanding his experiences in the most poignant part of his life.

I've never had a date set for when this documentary should be finished. It remains a work in progress and I never want to say 'this is when it will be done by'. Work on it goes in spurts: I get all-consumed, then I put it on the shelf, then it goes around again. So far it's gone through three or four cycles. Every time I start to dive back into it I can't believe what a rich story it is. My father was never really able to talk freely about his championship year of 1961 in a way that I think it deserves. It was fraught with so many complex emotions. ●



My father loved to tell funny and entertaining stories. Those were the ones he often repeated. But when it really came down to the detail of working with the team I never bothered to ask him technical questions: what was the structure of the team, who were you going to, Romolo Tavoni or Carlo Chiti about this or that, what were the politics within Ferrari? That was why I was so motivated to speak to these people who were there. I had great interviews with Tavoni and Mauro Forghieri, Carlo Benzi who was the accountant, and Franco Gozzi the PR manager, and just asked them as much as I could. Everyone really wanted to share because they knew my father and what he was all about. They were interviewed in Italian because I thought they would speak more freely (I had a translator with me and I know some Italian myself). Then I got them translated and transcribed so I could read them like a book. It's phenomenal when I read the interviews back.

I went on a binge with the camera in 2009 and '10. Ferrari really valued my father's relationship to them and I saw that first-hand by how much they welcomed me in, with a feeling more like family. It was amazing to walk around the factory grounds. I expected to have to travel through all of Italy for my interviews, but instead the story stayed right there in Maranello and its surroundings. Italians don't move very far, I guess.

My father was always consumed with hobbies, just to fill up the time when he lived and raced in Europe. Today the schedule of a sports person is so much more packed and they are able to get everywhere much quicker.

Back then they were taking boat trips to Argentina, 17 stops to get down to Buenos Aires. There was so much time to think and absorb, and they were enjoying their lives outside of motor racing.

Having had my own experience of living and racing in Europe helped me understand more about what that must have been like. It's a lonely experience to be so far from home, but he had photography and his visits to antique shops... all his life he loved music reproducing machines, beautiful Swiss music boxes, self-playing pianos. He played piano a little bit and the French horn when he was a boy, but he was more intrigued by things that could play themselves, that were mechanical.

He was obsessed with restoration of older things, which is what led him into his classic car business. In the past year, as a pandemic project I've been auctioning everything off. We sold the family home we were all raised in, plus more than 800 lots over three Gooding & Company auctions. Everything from memorabilia to car parts - it was so much, I need a little bit of a break. I'm a little burnt out by my father's life right now.

Looking back at 1961, it's remarkable how few world championship races there were in that season - just eight and only the best five results counted. You had all this time and anticipation between them. One thing I've learnt is team politics played a bigger part than I imagined. He was not only battling the other cars on track, but what was he



## "Everyone really wanted to share because they knew my father"

hearing from the media and from the team manager? We see team orders today, but there was no established dynamic of a team leader in that time period. It was left up to the drivers to jockey for position within the team and the confidence level could be extremely high, then extremely low from one race to the next. To me, he clearly should have been team leader and put Wolfgang von Trips in his place to achieve this common goal together. But then you see it reversed; maybe Enzo Ferrari wanted Trips to be champion, that he was more his idea of what a champion is with that aristocratic background? Maybe he had more esteem for Germans than he did Americans? There was never a clarity in how things were going to play out and that's probably what my father disliked the most, this chaotic, unstructured aspect within Ferrari. He had to fight tooth and nail for every win and result, on and off the track.

He and Trips were cordial to one another out of the car. But they were very competitive and selfishly after the same thing. Once they were on the race track, human nature took over and it played out much as it does today, even if it was an era where you had to play nice.

The relationship with Richie Ginther was interesting. Richie was the younger brother of a friend in the neighbourhood where he grew up. They all grew up together in the post-war era with an interest in cars and hot-rodding. My father even drove Richie to his job in Hollywood at International Motors and they were both





Derek Hill says the shoot with the 156 at Reims and also at Zandvoort was an emotional experience. Racing brought him closer to his father before Phil became ill and died in 2008.



# Resurrecting the 156

When Enzo Ferrari ordered the scrapping of all 156s, it assured mythical status. Replica owner **Jason Wright** tells the story of its return

After the disappointing 1962 season, *Commendatore* Ferrari himself ordered the cars to be cut up and the pieces to be used in the concrete of the factory forecourt. And so the legend of the 'Sharknose' began. The fact that none of the cars remained created a desire in the minds of many enthusiasts that survived unfulfilled until a car appeared in the late '90s.

The musician Chris Rea had written a film script about Wolfgang von Trips and the Sharknose and had built a lookalike 156 as a prop. This car created a wave of new interest, leading to collector Jan Biekens commissioning Jim Stokes Workshop to build a car. Having found an original 65-degree 1500cc motor and gearbox, as well as chassis drawings, they built a replica that was accepted as the definitive 156 copy.

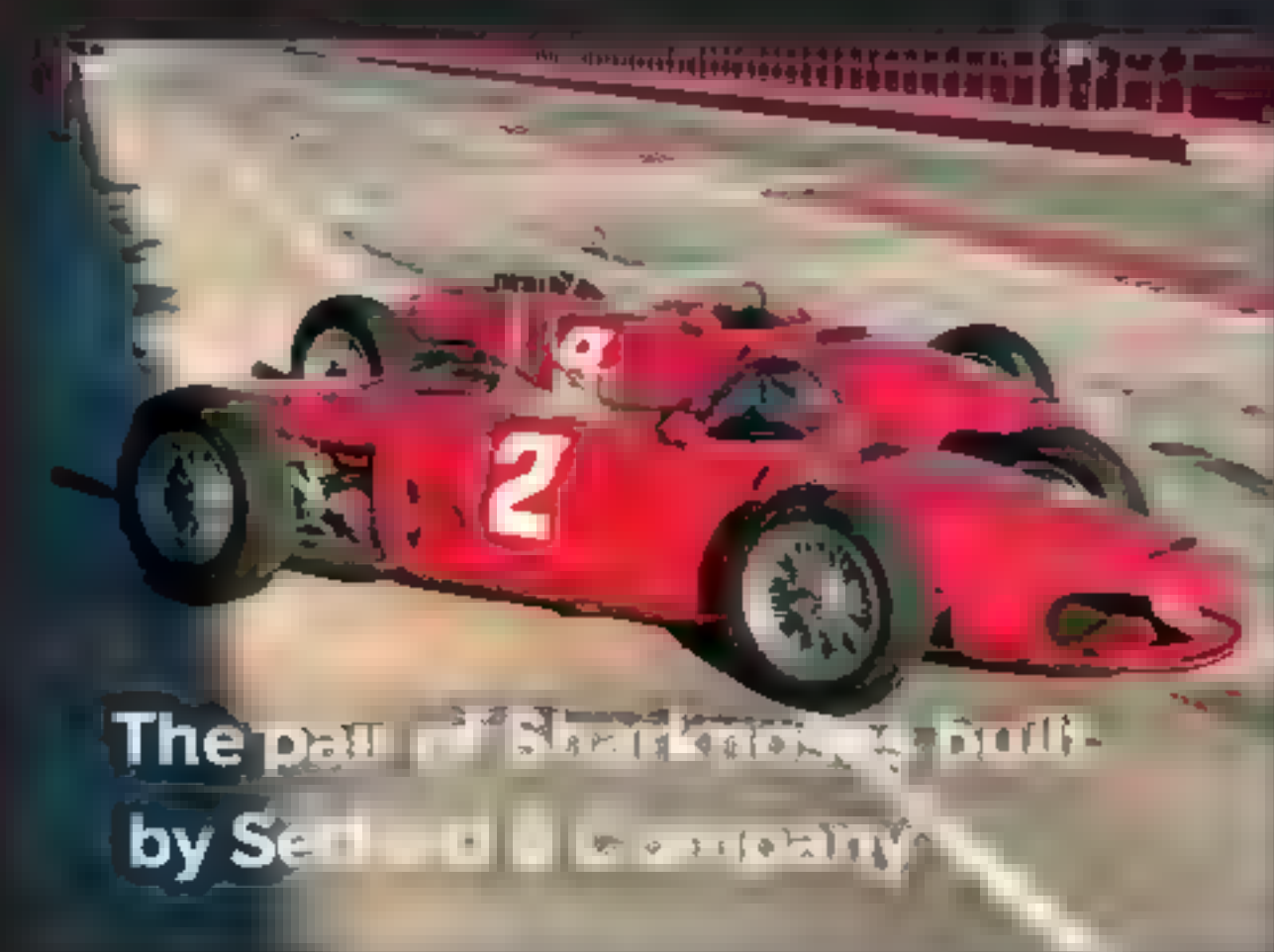
Biekens decided to sell the car and I jumped at the chance to buy it. I have been a lifelong fan of Phil Hill and so the purchase of the car became the realisation of a dream that I never imagined would be fulfilled. One of the conditions of the purchase was that the car be exhibited in the Ferrari Museum in Maranello for six months. When I purchased the car, I had planned to make some changes to the bodywork as I felt that it was not right, and I spent hours looking for photographs, but out of the blue, I found a set of original body drawings.

When the car was released from the museum, I delivered it to Setford & Company in the UK. Dan Setford and Mike Mark had built the car at Jim Stokes Workshop, and had since left, to

start up on their own. It was decided to make a new body in the Italian style using hammers over a wire frame, as opposed to the English wheel which had been used on the Stokes car.

To do this Roach Manufacturing was commissioned. Roach, which built the Auto Union replicas for Audi, is among the finest coachbuilders in the world. Once this was decided, we started to look at the chassis, which had been TIG welded. While TIG welding is neat and tidy, the car looked more like a fine model than an old Ferrari. So it was decided to construct a new frame, new suspension and, in fact, a new car, using gas welding, copying the style of weld that characterised Ferraris of that period.

We salvaged instruments, wheels, brakes, radiator, springs, shocks, pedals, engine and gearbox, and everything else was reconstructed. Chassis, suspension, fuel and oil tanks were made using hundreds of proper Italian period rivets. Every nut and bolt was specially manufactured to Ferrari's size and specification and original style European metric tubing was ordered. New Borraris (which has the original Ferrari drawings) arrived from Milan, and then, as so often happens when one is deeply involved in



The pair of Sharknose's built by Setford & Company



The new car was meticulously based on period Ferrari drawings. Inset: gear ratio detail. Above: owner Jason Wright

a project, a second engine and gearbox were offered to us.

This engine, a 120-degree V6, was numbered 002, which is the chassis number of the car Phil Hill drove to victory at Monza. At this point we decided to build a second car. Having an original gearbox was a crucial element, as they are complicated pieces of machinery and to replicate one would be financially prohibitive.

The second car would be a replica of the Phil Hill Monza car, and the 65-degree car would replicate the one that Ricardo Rodríguez drove in the same race. Building the 120-degree car has had its challenges. The engine was missing its carburettors and while they are triple-choke downdraft Webers with similar internal specifications as those of a Lamborghini Miura, they are very different externally.

Fortunately the Schlumpf Museum has a 1963 Ferrari with the correct carburettors and while incorrect for its car were just what we needed to copy. The museum lent us its car, allowing us to copy the carbs and to study the welding, clips and fasteners, and all the bits that end up making a car look right.

That generosity stemmed from the fact that the introduction to the museum had come from Ferrari, and that we were not replicating something that existed. As Ferrari said, "You have the engines. They were only ever made for a grand prix car. It would be a shame not to see them run." In fact, no one has heard a 120-degree Ferrari engine run since 1963.



intrigued by foreign cars. They had this history together from their time as boys.

When they got to Ferrari it was very clear what their positions were. For my father it was kind of like having your wingman with Richie, who probably had to stay in that place. He was never meant to be the more dominant player and that was probably an unspoken rule between them. There were moments when Richie wanted more, he could see himself getting better and becoming imbedded within the team. In many ways Richie was more dedicated to the technical aspects of car development and would stay the whole winter over in Italy. He was much more prepared going into the 1961 season and more familiar with the car than my father.

When they got to Monaco, which was a hell of a place to start the season, Richie came right out of the gate. But I don't think he could maintain that high pace of performance, and my father could. Their relationship remained very good until a couple of years later when it started to dissolve a little during the Ford years. Richie had his own big ambitions and hated playing second fiddle.

That season was nip and tuck between Trips and my father. Wolfgang had physical issues that hindered him sometimes, a diabetic problem. I think he learnt to manage it and still maintain a high performance, but he blew a little hot and cold. He was nowhere at Monaco and had a terrible weekend, while Richie and my father were right there battling it out and trying to keep up with Stirling Moss.

After a weekend like that my father must have thought he was looking good for the championship. But then at Zandvoort Trips won. This was where my father struggled with the idea of team orders. He had this idea of loyalty pounded into him: "Phil, it's Trips' turn", in his own backyard with all the Germans coming over for the race. My father had the pace to win at Zandvoort, but he was still trying to play along with this game to nowhere.

It was really back and forth between them that year and Trips obviously had the speed when you look at the qualifying times. But I still think my father had the edge and it was really his championship to lose.

Monza was the defining moment of my father's career. It wasn't just the race, it was the whole lead-up to it, not knowing who the team wanted



## "It was the greatest moment of my father's career, and the worst"



to win or whether they were neutral. The tension between him and Trips was so high at that point because they both knew they had an equal chance of winning, and in fact Trips had a slight lead of four points. The things that Enzo Ferrari said to him in practice and the fact that the car was not put together well, with a gearbox that was out of sorts and an engine down on power, my father had to advocate for himself like never before within his own team. And I think the team was stuck in the same place with orders from Ferrari, yet they really liked my father, who had established such a tight-knit relationship with them. There were all these forces at play - and then we know how the





race played out. It was the greatest moment of my father's career and it was also the worst, all at the same time. To think of all those conflicting emotions coming at him all at once – it must have been very difficult.

A few years later he helped advise on the *Grand Prix* movie, with a James Garner character much like himself and a script at Monza that had echoes of 1961. I like to go back and watch it because every time you do, you spot something you've missed before. At that stage, my father was starting to enjoy life. He couldn't enjoy his career at the time because he was so highly strung: you are either going to kill yourself or make a mess of things and not achieve what you've set out to do... he was by nature an extreme worrier. By the time he got into the Chaparrals in the mid-1960s he was much more laid back and working on a big film must have been a lot of fun.

People can be cruel and while he was congratulated on winning a championship, they tried to get him to question the way he won it himself. But as time went on that was forgotten. He could just enjoy it for what it was, in the history books. He found his place in the world, met my mother, which was a big plus for him, and continued doing what he loved, which was restoring cars and creating a business out of that. Drivers go through a period where they are forgotten for a decade or so after they retire, then all of a sudden nostalgia kicks in and he spent the rest of his life being honoured as a great champion. He rode that wave. It filled his spirits to be respected. But he was also respected in other ways because he was a worldly person. He loved England and could really speak to a crowd at the BRDC – he wasn't some hokey American telling a story. He loved the various cultures he was able to be a part of. I went to the Le Mans 24 Hours with him when I was young and saw how respected he was by the ACO. Going to the Ferrari pits at the Italian GP with him, I felt like I was in the presence of a god... That was a lot of fun.

Don't hold your breath for the documentary. For me, it has to feel right. In some ways it's been a detrimental thing for me to pursue this film! There will perhaps be a silver lining if I see it through, but then again we all want these stories to be told perfectly. Like my father I have a bit of that perfectionist mentality which is a terrible thing in terms of getting things done. But it'll happen. ●

It's not work driving a 1960s F1 Ferrari, even if it's just for the cameras. Phil Hill spun out from the lead at Reims in 1961, opening the door for team-mate Giancarlo Baghetti's historic victory on his grand prix debut.







Giancarlo Baghetti:  
unique in F1 history.  
At Monza 1961 he drove  
one of five works Ferraris,  
and narrowly escaped  
F1's darkest tragedy

# The debut king

No one is ever likely to match Giancarlo Baghetti's record as the man who won his first world championship grand prix – and his first three F1 races, too. **Nigel Roebuck** recalls meeting this humble Italian at Monza in the 1980s



**O**N MAY 13, 1950 GIUSEPPE Farina took the chequered flag at Silverstone, and thus by definition won a world championship race at his first attempt, for this was the first such to be run. If you want to be similarly pedantic, you can say that 17 days later Johnnie Parsons did the same - unfathomably, for the first 10 years of the world championship, the Indianapolis 500 was a point-scoring round.

Contrary to what some appear to believe, though, motor racing did not begin in 1950. By the time he arrived at Silverstone, Farina had already driven many a grand prix - indeed had won at Monaco - and Parsons' victory was his third shot at the 500.

Had his engine stayed healthy for six more laps of Melbourne in 1996, Jacques Villeneuve would have triumphed in his first grand prix; as it is, only one man has ever done it, and although his feat will likely remain unique, he is a mere footnote in racing history.

I only met Giancarlo Baghetti once, on the opening day of practice at Monza in 1985, and it was Phil Hill who introduced us: "Do you know my old team-mate?" We started to chat, but soon the afternoon session intruded, and I was sorry to cut things short.

Baghetti said that he was only here for the day, but if I wished, we could continue our conversation over a meal that evening. It was agreed that we would meet at a pizzeria near the circuit, and I took with me a local journalist friend to bridge the gap between Giancarlo's halting English and my lamentable Italian.

What a charming fellow he was, Baghetti, an Italian gent with a raffish edge and a nice line in self-deprecation: "I had some talent, yes, but I was never going to be Ascari..."

Born into a wealthy Milanese household on Christmas Day 1934, Giancarlo grew up with a keen interest in racing, and started dabbling with it in the late 1950s, usually with Alfa Romeos. In 1960 he bought a Formula Junior Dagrada, and did well enough to be considered

for a dream opportunity the following season.

Although Eugenio Castellotti and Luigi Musso had their great days, following the death of Alberto Ascari in 1955 Italy had lacked a driver of first cut. Back then Enzo Ferrari's abiding philosophy was to sign more than he needed, so that competition between them was constant and fierce.

Castellotti and Musso, both abnormally brave, were killed in Enzo's cars, and thereafter he was predisposed to look outside Italy. "He was getting criticised to hell in the press," said Phil Hill, "and of course the Vatican pitched in, saying racing should be banned, Ferrari was a killer of young men, and all that stuff..."

That being so, the Old Man decided against more homegrown drivers, but at the same time - as often with this unpredictable man - that put him into conflict with himself, for in his heart what he wanted most to see was Italians winning for Ferrari.

There followed a classic Maranello fudge. For 1961 the factory F1 drivers were Hill,

"It was my first big race. Was I nervous?  
Of course! Stirling Moss was in it"





Wolfgang von Trips and Richie Ginther, but Eugenio Dragoni (later a controversial Ferrari team manager, but then operating the small Scuderia Sant-Ambroeus) reached agreement to enter a fourth car occasionally for a promising Italian.

Lorenzo Bandini, another star of Formula Junior, seemed the logical choice, but eventually Baghetti got the nod. Predictably, the Italian press tried to stir a rivalry between them, but to no avail. "I was surprised to be chosen because he was better than me," said Giancarlo, "but we always got along well - no one could ever be an enemy of Lorenzo."

In April 1961 both went to the grid at Syracuse, Sicily's wonderful open-road circuit, Bandini in an elderly Cooper-Maserati, Baghetti making his F1 debut in the 'private' Ferrari. As Maranello's only representative, he qualified second, a tenth away from Dan Gurney's Porsche, and if few outside Italy had heard of him, after the race his name meant rather more: he won it.

"It was my first big race," said Giancarlo, "and was I nervous? Yes, of course - Stirling Moss was in it! I knew in practice that I had more power, but it was all new to me, and Gurney was never far away. I just tried not to make mistakes - I remember one big slide, when I nearly hit the wall, but that was all. They carried me up on their shoulders afterwards... it was hard to believe I had won."

Baghetti's car was actually the first rear-engined Ferrari, which had made its debut at Monaco the year before, driven by Ginther. In 2.5-litre form, it never raced again, and by midseason had metamorphosed into a svelte F2 car, which took von Trips to a conclusive victory at Solitude.

Although at this stage lacking the signature 'shark nose', it was clearly the basis of the F1 car for 1961, when engines would be cut to 1.5 litres. If Ferrari was well ready for it, and Porsche reasonably so, the British teams - Lotus, Cooper, BRM - were not, and they left Sicily in some dismay: if this unknown lad

could trounce them, what awaited when the factory team turned up?

The answer wasn't long coming. On horsepower, the Italian V6 was way superior to the venerable 4-cylinder Climax, and if the genius of Moss got the better of the Ferraris at Monaco, thereafter - until the Nürburgring, where Stirling did it again - nothing could get near them.

Given that effectively F2 had become F1, there was no shortage of cars, and with Monaco restricted to 16 starters, most of the smaller teams opted for the Naples Grand Prix, run the same day. At this, Baghetti's second F1 race, admittedly against lesser opposition, he won easily.

When, though, would he get to drive in a Grande Epreuve? "We didn't have the money to do many races," he remembered. Zandvoort was missed, and Spa, but then Dragoni informed Giancarlo that he would be driving in the French Grand Prix. His Ferrari, still running the old 65-degree V6, would not be

Eyes on the prize:  
Baghetti's was a career in  
reverse. Far left: debut  
victory at Syracuse,  
beating Gurney's Porsche



BERNARD CAHIER/GETTY IMAGES





Straight to the point:  
Baghetti (50) at Reims in  
1961 beside Innes Ireland (6)  
and ahead of Jim Clark (8)  
and Graham Hill (22). Victory  
seemed "like a dream"

BERNARD CAHER GETTY IMAGES GRAND PRIX PHOTO



competitive with the factory cars, with their 120-degree engines, but still Reims was a horsepower circuit, and he should be there or thereabouts.

"In the race I was in a big slipstreaming group, with people like Clark and Gurney and McLaren. It was incredibly hot, and a lot of cars broke - including two of the Ferraris. Late in the race I was fighting with the Porsches, and when Phil Hill spun, suddenly it was for the lead! Oh, Mamma..."

Two laps from the end Jo Bonnier's engine went sour, leaving Baghetti and Gurney to reprise their Syracuse battle: horsepower versus experience. On the final lap Gurney went by under braking for Thillois, the last corner, then put the Porsche squarely in the middle of the road for the long run down to the flag. Feinting left, Giancarlo saw Dan glance in his mirror, and jinked right, timing the move to perfection.

"I could have blocked him," Gurney said, "and I'll admit it crossed my mind! In those days, though, you didn't do things like that - and, anyway, Baghetti got it just right, and deserved the win."

Three F1 races, three victories. No other driver in history ever began like that, and nor will he. "At the time it seemed like a dream,"

Baghetti smiled, "but of course you wake up! My next race was Aintree - and I crashed..."

The British Grand Prix was run on a torrential day, when only Moss offered any challenge to the Ferraris. After he retired, they swept on to finish 1-2-3, but Giancarlo's car finished up against a bank, appropriately enough at Waterways.

Although it had been running only 10th at the time, the commentator couldn't resist. "Baghetti," he hollered, "is beaten at last!"

This was the last race for the Scuderia Sant-Ambroeus Ferrari, for the Nürburgring was skipped, and when Baghetti next appeared, at Monza, for the first time he was in a factory car, one of five entered for the home race, where there were no fewer than 32 starters. In the end 20 didn't make the finish, including Giancarlo's Ferrari, which blew up after setting the fastest lap.

This was the traumatic day when von Trips and Clark touched wheels as they approached Parabolica on the second lap, when the Ferrari was launched into the air before shooting up

the bank. As the driver lost his life, so also did 14 spectators.

"It was horrible," Baghetti remembered. "As Wolfgang's car took off, I went under it, and later, when I took off my helmet, there was a scrape on the top - I was the only lucky one that day..."

Once again Enzo Ferrari was ripped apart by the Italian press, and - with the world championship won - declined to enter for the last grand prix, at Watkins Glen. A few days later there was a non-championship race at Vallelunga, but the original Baghetti Ferrari was no longer available, so Dragoni rented a Porsche, and Giancarlo won as he liked. Four victories in a maiden F1 season was quite a record - but that was the end of it: Baghetti never won again.

At the end of 1961 came Maranello's famous night of the long knives, when most of the leading engineers - unwilling to put up any longer with increasing interference from Laura, the *Commendatore's* wife - departed. They were much missed the following year, ♦

"The commentator couldn't resist. 'Baghetti beaten at last!'"



From left: Baghetti, Jim Hall, Lorenzo Bandini, Phil Hill, Mike Hailwood, Jo Siffert and Richie Ginther before the start of the 1963 British Grand Prix





Back at Monza in a Reg Parnell Ferrari, 1966. Right: Baghetti (50) on the penultimate lap of the 1961 French GP. Below right: driving for Lotus at Monza in '67

and, as well as that, the V6 was now outgunned by new V8s from Climax and BRM. Baghetti's best finishes in '62 were a fourth at Zandvoort, a fifth at Monza. After a race-long scrap, he finished second to team-mate Bandini at non-championship Enna, and in the Targa Florio the pair shared the second-place car.

At season's end Baghetti - and Hill - left for ATS, a new team with which Carlo Chiti and other former Ferrari engineers were involved. The project, though, proved to be an unmitigated disaster, the cars neither swift nor reliable, and the year went to waste.

While Phil left for Cooper, Giancarlo spent 1964 in the ageing BRM of Scuderia Centro-Sud, and then essentially retired from F1, although he continued to make token appearances at Monza, in successive years driving a Brabham, a Ferrari - and a Lotus 49, no less. "I was only racing occasionally by now," he said. "I had become involved in other things, particularly photography."

THERE WAS, BAGHETTI ADDED, SOMETHING else. In May 1967 he was at Monaco, spectating at the chicane when Bandini crashed.

"It is my worst memory. I saw a Ferrari hit the straw bales, then tumble upside down. There was fire, but we couldn't see Lorenzo,

## "I was lucky - there was a mark on my helmet. That was enough"

and because it was on the harbourside we thought he might have been thrown into the sea. But he was in the car, trapped underneath. There was no proper rescue equipment, and no one seemed to know what to do - I jumped over the barrier to help, but it was hopeless.

"You can't imagine how terrible it was, and of course there were cars going past all the time - it was when I saw Chris Amon's Ferrari that I knew for sure it was Lorenzo in the fire. Races were never stopped - there was just a man at the chicane waving a yellow flag. In 1967 everything was still primitive - my friend burned to death in front of me..."

In June 1968 Baghetti was one of four Ferrari drivers in the F2 Lotteria at Monza. On lap 22 he was caught up in a multiple shunt at the exit of Parabolica, and as in the von Trips calamity, a car - Jean-Pierre Jaussaud's Tecno - flew over his cockpit. "Again I was lucky - again there was a mark on my helmet. That was enough. The weekend before should have

been Le Mans, where I was to drive for Alfa Romeo, but it was put off to September, and that was my last race.

"I nearly stopped when we lost Lorenzo, and then in '68 Jim Clark - for me the best ever - was killed, and just before the race at Monza another friend, Ludovico Scarfiotti, died in a hillclimb. It was such a bad time."

Baghetti's was a career such as will never be seen again - a career in reverse, with all its success at the beginning. Perhaps, given his money, his taste for the sweet life, he never had the desire of the great ones; perhaps - as he disarmingly said - he never had the ability.

Whatever, it seemed that it didn't greatly bother him. He savoured the good things, and while motor racing - like classical music, like whisky - was among them, it was never a matter of, 'I race, therefore I am'. When I asked how he looked back on his career, he laughed: "I should have retired at the end of 1961..."

Baghetti died of cancer in 1995, age 60. ●



A winner with style:  
perhaps Baghetti  
enjoyed life too much to  
become an F1 A-lister







In motor racing, John Gentry has left few stones unturned. **Damien Smith** meets the popular British draughtsman and engineer to look back at an extraordinary Zelig-like career that has taken in Formula 1, Can-Am and 500cc motorbikes. Not bad for a man without design qualifications

**M**ARCH, SHADOW, FITTIPALDI, Tyrrell, ATS, Toleman, Renault, Alfa Romeo, Brabham, Benetton; then there was a leftfield switch to Suzuki and Yamaha in motorcycling, before a return to four wheels to work on a Volvo estate touring car... Prolific John Gentry has been a rolling stone during his multicoloured five-decade motor sport career, spent as a master draughtsman and race engineer for the likes of Emerson Fittipaldi, Chris Amon, Gilles Villeneuve, Jean-Pierre Jarier, Teo Fabi, Derek Warwick, Elio de Angelis, Ron Haslam and many more. This is some racing life, and for a man who prides himself on his dedication to the minutiae of detailed design, it all seemed to happen purely by chance.

He welcomes *Motor Sport* (pre-lockdown) to his beautiful home nestled in a corner of a picturesque Oxfordshire village. The craggy features, creased smile and soft timbre as he speaks reflect a surprisingly gentle character for a battle-hardened, well-travelled racing lifer. John is a popular man in the business and it's easy to see why.





# GINGER MAN

Before we get down to the details of his incredible life, there's a tour to undertake. Up a steep flight of stairs is his converted attic office, a perfect nook with plenty of natural light, lined by photos - motorcycles outnumber the cars - and souvenirs that each carry a story. In one corner, he points to what could be a work surface, if it was clear. Somewhere under there is the draughtsman's board he took with him when he left March - for the first time.

Back downstairs, we step into his wife's stylish, more spacious and less cluttered office (well, she is an interior designer) and John draws back a curtain. What it reveals is his 'museum': a cluster of classic motorcycles pristinely restored by his own hand and packed into a secret room. There's a Suzuki RG500 in factory Sheene colours, a BSA Goldstar, a 350cc Yamaha and myriad Hondas, his favourite machine maker. Hung from a rail is his collection of instantly recognisable leathers: the names read Schwantz, Haslam, Kocinski... He's enjoying our astonishment as we gawp open-mouthed in wonder. Motor sport has clearly treated him well. So tell us your story, John...

GENTRY WAS BORN IN KINGSTON UPON THAMES in 1950 and left school at 15 without a single qualification. "I didn't enjoy school much," he says. "I was good at technical drawing and football. I played for Kingstonian's 'A' team, but wasn't good enough to turn pro."

The school youth employment officer, fearing for his chances of landing a job, suggested he become a TV repair man. "I didn't want to do that: I wasn't even old enough to drive so I couldn't be the man in the van," he says with a chuckle. "I persevered and saw an ad in our local paper, the *Surrey Comet*, for a junior draughtsman in a contract drawing office in Chessington. I went for the interview and got the job. It was a really good grounding."

Today, budding engineers with high ambition need a raft of top-grade qualifications even to be considered by premier-ranking companies. It was a different world in the 1960s. "I saw another job advertised in the *Comet*, God bless 'em, for a draughtsman at AC Cars in Thames Ditton," says John. "AC were known for the Cobra, of course, and the 428, so that was good. But I found myself getting involved in a project for the Ministry of Health: invalid

**Above, from left: Gentry worked for Roberts Yamaha in the Wayne Rainey era of the early '90s; with Thierry Boutsen at Benetton in 1988; talking shop with fellow designer Ricardo Divilain, 1979, the Brazilian who was technical director at Fittipaldi until 1982**



carriages, the little blue three-wheelers. AC had the contract to build those. It had a Steyr-Puch engine in the back, which was easy enough, but you had to design the steering mechanism for all kinds of disabilities, which made you work a bit. I enjoyed that, but at the same time I was getting more interested in motor racing."

Out of nowhere, Gentry was about to embark on an odyssey unmatched in racing.

### FIRST CONTACT: MARCH

He spotted another ad, this time in *Autosport*, for a draughtsman job at those Johnny-come-latelies at March. "I went up to Bicester and was interviewed by Robin Herd and Geoff Ferris. I owe them everything. That was it, I got the job. It was 1970, I was still a teenager."

Luck doesn't cover it. "After six months or so Geoff moved on to Penske and I was the only person in the drawing office, which was about as big as my kitchen," says John. "For the guys building the F1 cars, the basis of it was drawn, but odds and sods, brackets and so on, they would make them themselves from their own sketch. Then they'd give it to me to make a proper drawing so they could make some more."

"I was very lucky, all the way through. It was in a period where no one had a calculator or computer, it was just what came out of your head and put down on a bit of paper. And I was lucky to meet people like Robin, who was a fantastic guy, the kind you wanted to work for. Although there weren't many instructions."

### NEXT STOP: SHADOW AND FITTIPALDI

After a few years, Gentry had itchy feet - what would become a running theme. "I was not going racing at March and I wanted to know about the complete car," he explains. "I wrote to Tony Southgate, who was at BRM, because they made their own chassis, gearbox, engine - everything. He wrote back, saying, 'Forget BRM! They are not much longer for this world. But don't despair, we are going to start a new F1 team and maybe there's a place for you there.' I went to see him at Bourne and he was already working on the DN1."

"Shadow was a good place to work. In the drawing office there was me and Andy Smallman. He was a very good draughtsman. Between us we produced all the detail drawings for the F1 and Can-Am car in the same year. Tony's drawings are fantastic and beautiful, quarter-scale of the whole car and full scale of the areas that he was trying to dictate. The rest of it was up to us. Tony would show us where he wanted a radiator, but we'd have to devise a fixation for it and make sure it didn't rattle itself to death."

Smallman moved on to Graham Hill's eponymous team, only to be among the victims

of the plane crash that also claimed the boss and driver Tony Brise in November 1975. "That job could have been for either of us," says John.

Another opportunity beckoned in 1976 when he was lured by the promise of working with a double world champion. "I'd got to know Jo Ramírez, who was involved in Fittipaldi. They had a tiny workshop in Reading. It was when Emerson was about to leave McLaren and join a team with no history [Copersucar]. We built the FD04, which wasn't a great car. We went testing just before Monaco and they took me, so I was starting to get into engineering."

Fittipaldi qualified seventh in the Principality and in the race scored one of three sixth places for the season. "After qualifying, his face was purple," says Gentry. "'Well done,' I said. 'Yes John, but I shouldn't have to drive like that.' Emerson was very good for me. He'd sit and talk about the car, what he wanted and how we could do it. I was only there for a year."

### CHAOS WITH AMON AND VILLENEUVE

Next followed an adventure Gentry drolly describes as an "eye-opener". Through Jo Ramírez, John found himself drawing a Can-Am

"I owe Robin Herd and Geoff Ferris everything. I got the job"

car for another racing hero: Chris Amon.

"It was a Formula 5000 Talon that Chris had driven down in New Zealand in the winter, but hadn't got paid, so he spirited the car away," says John. "God knows how, I didn't ask! The design job was to create a single-seater Can-Am car, and we did it at a funny little workshop owned by this bloke called Dallara in Italy. There were three of us: Barry Sullivan, Kerry Adams - good mechanics from McLaren - and me. Giampaolo Dallara founded a company to make the bodywork and got involved in its design. The rest was down to us."

Not for the first time during our conversation, Gentry shrugs: "The car was not great, I have to say. Chris was going through a bad period in his life, trying to divorce his wife while his girlfriend was pregnant. Vairano, near where Dallara is based, was a very short circuit then and we took this bloody great car on a

go-kart track. Chris couldn't tell if it was good, bad or indifferent. So we put it in a box and off we went to the first race at St Jovite in Canada."

During practice, Amon was shaken when Brian Redman's Lola took off at 160mph in an accident that almost cost the Lancastrian his life. "Chris was very upset," says John. "He thought he was doing this because it was supposedly a bit safer. We qualified second and we were running second in the race when Chris brought it in. He said, 'I'm going to stop'. I said, 'What's wrong?' He said, 'I'm not going to drive another racing car - ever.' That was it."

Amon briefly abandoned his three amigos, who were left high and dry with no means to leave their hotel, never mind travel to the next race. The car might have been known as the Wolf-Dallara, but Gentry saw little sign of patronage from Canadian oil billionaire and F1 entrant Walter Wolf. Then Chris returned, saying he'd found them a driver.

"It was a young local kid who was doing quite well in Formula Atlantic," says John. "Gilles Villeneuve came down to St Jovite in a motorhome with his missus and child - Jacques - to take a look at the car. He walked around it wearing this funny little hat, sat in it and said, 'Yeah, I'll drive this.' So we had a driver and we could go on to Watkins Glen." A gearbox problem frustrated Villeneuve, but at Elkhart Lake he finished third ahead of Redman's replacement and eventual champion Patrick Tambay. "Then we ran out of money."

### TYRRELL'S FAN CAR

Gentry returned to the UK newly unemployed, but not for long. "I got a phone call from Maurice Phillippe. He had moved to Tyrrell, was in the throes of designing the 008 and needed help on the detail stuff. Derek Gardner was still there at first. They were still running the six-wheeled car, and he didn't allow us into the drawing office! There was a double garage down the bottom of the woodyard, and Maurice and I had our drawing boards in there. When Derek left we joined the main office - although there was only one other guy in there. I really enjoyed working with Maurice. He didn't have to, but we'd sit there until 10pm with him explaining why he did something on a Lotus that he'd designed. He was that kind of guy. He wanted to help you understand."

The 008's finest moment was victory at Monaco in Patrick Depailler's hands. But in the same year Gordon Murray's Brabham BT46B fan car threatened to fundamentally change the F1 game, Gentry recalls how Phillippe almost got there first. The 008 was originally designed as a fan car, too - only Tyrrell couldn't make it work. "Maurice wanted to hide the radiators, so he put one lying flat underneath





1



2



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1. The 1979 Formula 2 European Championship in 1979 with Hans-Joachim Stuck, *left*, and Marc Surer at Hockenheim in the March 792s of Polifac BMW Junior Team. Gentry can be seen making notes. Surer pipped Brian Henton to the driver's title
2. March co-founder Robin Herd, *right*, gave John his first big break
3. It was Herd who steered Gentry towards Formula 1 team ATS. Here, he is in discussion with Jochen Mass at the Belgian Grand Prix at Zolder in 1978
4. Helping Gilles Villeneuve get comfortable in the Wolf-Dallara Can-Am at St Jovite in 1977 following Chris Amon's departure from the team after only one race
5. Gentry enjoyed working with Teo Fabi in Formula 2 at March in 1979. Fabi's best result was second at Zandvoort
6. In the ATS team kit in 1978; team owner Günther Schmid would later report John to the police for alleged theft of original drawings



4



5



6



# Derek Warwick on his favourite engineer

A telepathic relationship that lasted the test of time

"John and I had ultimate trust in each other. He was a great engineer who knew what I was thinking and trying to say, and would transmit that straight to the car. He knew if we made a change and it didn't work, I'd tell him. He also knew that if I left two-tenths out there I'd say, and if I said that lap was 100%, he knew we had to improve the car.

In 1980 at Toleman it was difficult for us because we were up against Brian Henton and Rory Byrne, who were the best in the F2 business and were up to all sorts of tricks which we had to counter. We found a few things we kept for ourselves, which is what it was like back then...

John understood my frustrations when we went to F1 and were five seconds off the back of the grid. He appreciated that I still gave it 120%. We grew together as driver and engineer, which is why I took him to Renault. We never fell out or lost that trust. He also had an unbelievable bond with the mechanics, and if he wanted to change the engine at midnight they'd do it. Even at Brabham after Elio's death, we knew Riccardo Patrese was the main focus of the team and we worked around that.

He's even godfather to my eldest daughter. We were together for so long. He's a sensitive, unassuming guy too."



Sergio Tacchini in tennis whites with Derek Warwick, left, at Toleman in 1983



Didier Pironi finished fifth in the 1978 Monaco GP driving the Tyrrell-Ford 008, but team-mate Patrick Depailler won the race. It was the car's greatest moment

the car where the fuel tank would be, and there was a fan driven off the crankshaft to suck the air through," explains John. "We went through a lot of designs of the fan, which was restricted for size, and we had to make the fan vanes ourselves. The guy in the workshop on a milling machine was incredible. We went testing, but it just got too hot. So in the end the radiators sat on top of the bodywork, as an afterthought."

Gentry has another memory from his time at Tyrrell. If only he had a photo... "At Christmas time Tyrrell always had a big do," he says. "They had a guy come along as Father Christmas to give presents to the wives. Who do you think it was...? Bernie Ecclestone!"

## MARCH AGAIN - AFTER ATS DIVERSION

Old friend Robin Herd corralled Gentry into Günther Schmid's ATS F1 operation having sold March's F1 assets to the famously volatile alloy wheel magnate - then quickly baled, leaving John to engineer both Jean-Pierre Jarier and Jochen Mass at Kyalami. "Schmid had a reputation, although he was always OK with me," says John. He then adds: "When I left, Günther sent the police to my house saying I'd stolen all the drawings for the new car."

Out-of-character guilt pangs led Herd to offer Gentry a role back at March. "Robin said, 'I got you into this - come and engineer some F2 cars.' So I did that, with Teo Fabi. We had a good feeling together," he says of a 1979 season in which March ran a stable of works cars and Marc Surer claimed the European title. "Each

engineer had two cars, and I had a rental for each race driven by Stefan Johansson, Hans Stuck and others. That was interesting, to see how each one went about it."

Gentry combined his F2 engineering duties with designing a striking new Group 5 BMW M1 that had been commissioned out to March. "BMW was supposed to supply a really powerful 600bhp engine and it was completely new, from monocoque to suspension," he says. "Robin started a new company for that car working out of Cowley, with about a dozen people building it. But the engine didn't arrive - I'm not sure it ever existed - so we only had a Group 4 engine. It faded away. We did go to Le Mans with it and spent all day under the first umbrella for scrutineering in the square.

'What class is it in?' 'It's a Group 4.' 'No it's not.' Robin came out and doctored some paperwork from his road car... Anyway, we got through, but we were in the Group 6 class and we didn't qualify. A strange time."

## TOLEMAN, DEREK WARWICK AND JOHNNY CECOTTO

Gentry's five years at Toleman represents his longest spell in one race team, and he joined at the end of 1979 just as Rory Byrne was working on the TG280 that would dominate the 1980 European F2 Championship with Brian Henton and Derek Warwick. "I knew Roger Silman, who was running the cars, and he said they were going to build their own car," says John. "At first we were in Tom Walkinshaw





Team talk with Thierry Boutsen while at Benetton in 1988. Left: unpopular Brabham team shoes meet their end after the last F1 race in 1986

Racing's small drawing office, just Rory, me and two drawing boards. Rory did the bodywork and I did the rest of it."

It would prove a pivotal campaign. Byrne engineered Henton, with Gentry teaming up with Warwick, creating an edgy intra-team rivalry that mostly remained good natured - with the odd exception. "Henton whacked me once," says John. "We were in Enna and that weekend Brian was on course to win the championship. One evening as we were going out to dinner, he dropped back from the guys in front and punched me! I said, 'What was that all about?' 'For making this year so difficult.'

The (slightly unhinged) band-of-brothers spirit carried Toleman through four remarkable F1 seasons in which the team rose from rank no-hopers to genuine contenders with a rookie Ayrton Senna in 1984. Gentry formed a close bond with Warwick, and then when Derek left for Renault in '84, he naturally gelled with incoming ex-motorcycling world champion Johnny Cecotto. "We got on like a house on fire," says John. "Then he had that practice accident at Brands Hatch."

The Venezuelan broke both ankles and his right kneecap, which abruptly ended his F1 career. In a team increasingly revolving around Senna, Gentry felt the team showed a lack of consideration in difficult circumstances: "It was me that had to go and fetch his clothes from the hotel and phone his girlfriend," he says. "It wasn't very nice. I'm sure it wasn't intentional. It was probably me making too

much of it. I went to the hospital with him and they were saying they were going to amputate his foot. I said, 'You can't do that, you need to find another way - the guy's a professional racing driver.' His father and his girlfriend got him back to Munich." Cecotto recovered to enjoy success in touring cars and endurance racing, but the experience left its mark. "I'm a bit sensitive sometimes and that situation touched me," he says. "I didn't want to be at Toleman any more."

#### WARWICK COMES CALLING

Gentry briefly pitched up at Alfa Romeo's Euroracing-run team, but his only happy memory is of the Alsatian that would sit in his office all day. When the team failed to pay him, he headed home for Christmas and didn't go back. But a call from Warwick led to what he thought was an unlikely move to Renault.

"They were talking about amputating his foot. I said 'you can't do that'"

"I didn't think they'd want me, a factory team like that," he says. "But Derek said, 'You'd be surprised.' I was definitely only a race engineer there. They had a big design office which they weren't keen for me to be in. I asked for a drawing board and the management said yes, but the guys in the design office didn't want that to happen. There was a bit of animosity. They had this Renault-manufactured gearbox and it was massive, so heavy. I asked, 'Why is it like this?' I said to Derek, 'One day I'd like to go down to the stores and knock off a few grams from each component.'" But the discontentment didn't last - Renault pulled the plug on the team at the end of '85. "Just my luck!"

#### TRAGEDY AT BRABHAM

Before the 1985 season was done, Bernie Ecclestone had recruited Gentry for Brabham. But with Nelson Piquet on his way to Williams for '86 he joined just as the team had begun its slow decline - accelerated in part by Gordon Murray's low-slung BT55. "Gordon was in a strange time in his life," says John. "A very nice guy, a *really* good draughtsman, beautiful drawings - funny, that's how I look at people: can he draw! But the BT55 was a disaster. It was way too long in the wheelbase."

Gentry was assigned to engineer Elio de Angelis, another of the great driver partnerships of his career. But his hushed tone drops another notch now. John was there at the Paul Ricard test when the popular Italian crashed to his death, succumbing to smoke inhalation after



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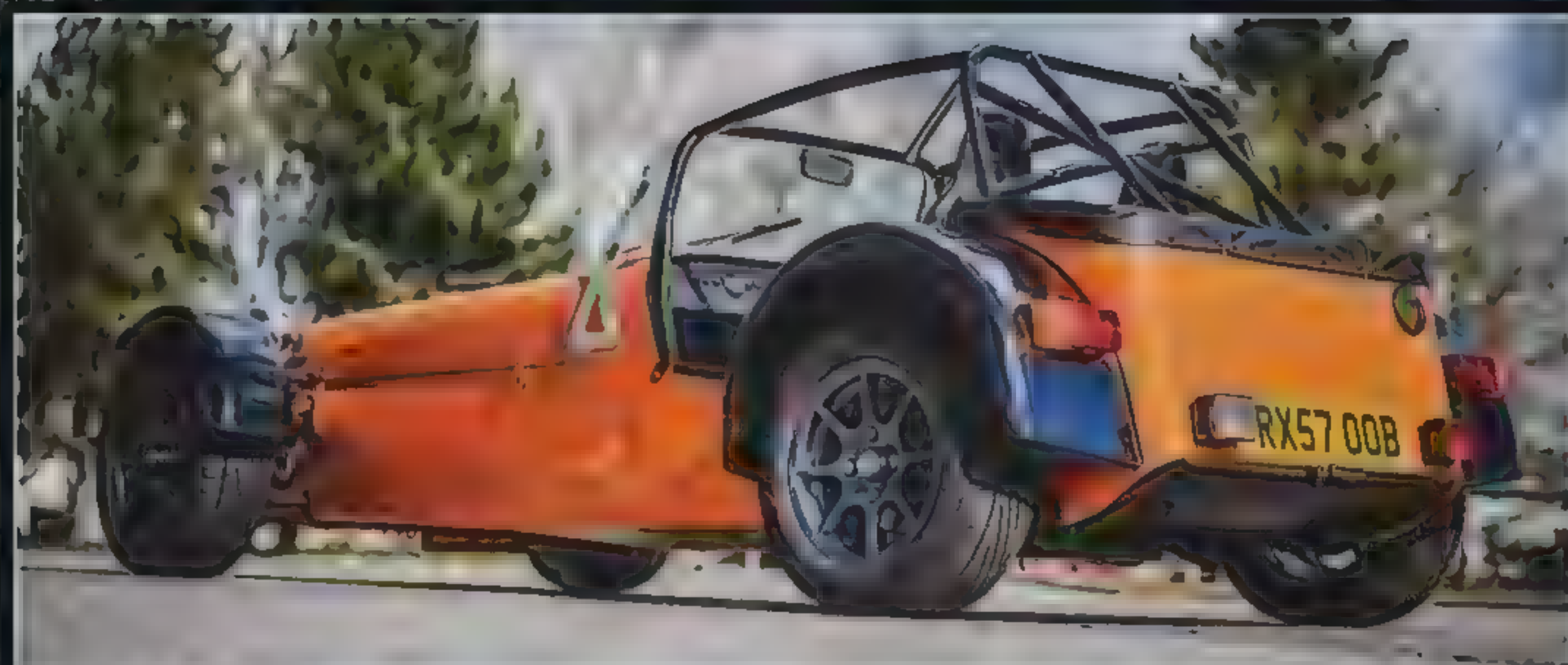


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being left trapped in the car during a session in which safety crew support was sorely lacking. It's clearly a tough one for John to talk about. "It was the first time I'd been involved in a fatality on my car," he says. "I almost didn't want to do it any more. Elio would say to me, 'Why are we testing, John? We're all here, we'll all learn a little bit, go away and the next race the grid will be exactly the same.' He was a gentleman, that guy. He could play the piano to concert level, even though he had a bit of a finger missing from choking the carburettor on his kart. Touched me quite a bit."

Warwick stepped in for de Angelis. "There was a brand new car for him and we took it up to Donington," says John. "He crashed it in the Craner Curves and damaged the monocoque. Bernie came up to me and said, 'You've always gone on about the length of the car. What have you got to do to make it work?' 'Make it shorter, but it's impossible.' He said, 'Take that monocoque that *your mate* crashed and do what you need to make it work.' We literally chopped eight inches off the back."

#### LEFT-TURN TO SUZUKI

Depressed by the loss of de Angelis, Gentry moved to Benetton. A chance encounter with a chap wearing Suzuki team gear at an airport led to a welcome diversion and one that revived his motivation. "We got chatting and he invited me to go down to the workshop, the old John Surtees place in Edenbridge." The contact led to a job offer as race engineer to Kevin Schwantz and team-mate Ron Haslam in the premier 500cc grand prix class. Quite a transition.

"I think they imagined that if you've been in F1 you must be incredibly intelligent," he says with a smile. "F1 was at the top and motorcycle racing was considered lower, so could I bring some F1 ideas? I did a little bit. Silly things like debriefing. Before I went there the rider would stop, take his helmet off, sit on the bench and say what he thought to his mechanics. And that would be it. I'd go to Schwantz's motorhome, which was looked after by his parents, and his father used to listen in. In the end Kevin's father said to him, 'Give the guy a chance.' Until then I was close to thinking, 'It's not for me.'"

Gentry says it took three months for him to be accepted, but he quickly built a rapport with Haslam. "He was dyslexic, didn't read or write," says John. "But at that time a lot of riders were buying radio-controlled helicopters, bringing them back to their motorhome, then realising they couldn't put them together. They'd take it to Ron, who would build it. He would talk for a long time about stuff like gear ratios, whereas the others were not so fussy."

"If I was going to do something full-time now and I could, I'd do bike racing again. Once

I was accepted, I probably did prefer it. But it wasn't so intense. I wasn't designing anything, although I did when carbon brakes came along. They're sitting there, either side of the front wheel getting breeze on them, they're cold and don't work. So I sketched out a couple of ducts to keep the air off them. We went testing with Ron and he said, 'These are much better.' The Japanese guys came along and said, 'What's that?' I explained. 'We can't use that. You can't design anything for a Suzuki bike because it has to come from Suzuki.' That's how it was. The ducts did appear again, if slightly different."

#### WORKING FOR 'KING KENNY'

Gentry describes the two-wheeled world as "a gypsy life" and after two seasons returned briefly to familiar territory with Leyton House. "That's when Kenny phoned up and said, 'Come back to bikes and work for me.'" Saying no to 'King Kenny' Roberts, the three-time world champion and boss of the Marlboro Yamaha factory team? Not likely.

John worked for Roberts for three seasons, in the heart of the Wayne Rainey era from 1992 to '94, as engineer to the Californian's team-mate John Kocinski. The Arkansas rider is remembered for his personal eccentricities, but those quirks never caused a problem for his new engineer from 'eff wun'. "When I took the job people said, 'You're mad, he's crazy,'" says John. "For me he was just a good rider. I didn't know any better. We got on. His cleaning

obsession, his OCD, I accepted that from him. In the garage, for example, he'd come in and you could see he was looking for somewhere clean to put down his helmet. All I did was tape some blue-towel to the bench and said, 'Guys, leave that alone. I don't want to see anything else there. It's for John's helmet.' Later, he said, 'Dude,' - they all called me Dude - 'did you do that?' We understood each other. Little things like that encouraged him to work with me. At his last race, I said to him, 'We can win this.' He said, 'If I do, I'll s\*\*t on the floor.' He won and we drew a big loo seat for him!" Fortunately, Kocinski didn't follow through...

Gentry also has happy memories of how the boss let off steam at the end of a season. "Kenny would invite a bunch of us to his ranch for some R&R for three weeks," he says. "He's got a lovely place: Tarmac oval, dirt oval, motocross track - big place. There's motorbikes on the floor, and they're all little, 125s and 80s. He'd say, 'If you see a bike on the floor and you want to ride it, you'll probably have to fix it.' He took me one time to this dirt track with an 80cc Yamaha and told me to slide the back wheel because 'that's what your rider feels on a 500cc on Tarmac'. He taught me an awful lot, an amazing guy. I looked up to him - still do."

#### VOLVO ESTATES AND TOY DOGS

From 'King Kenny' to Tom Walkinshaw - quite a contrast. In 1994, Gentry found himself working on TWR's Volvo British Touring Car: an 850 estate. John didn't bat an eye - "I didn't think that much about it, I was just drawing" - although he remembers the kerfuffle when they bought a barking toy dog from Hamleys and sat it beside Jan Lammers and Rickard Rydell. "Aerodynamically, the car was better than most because with the box back there was less lift," he says. "That's all it had going for it."

Warwick came calling again in 1996 when Gentry joined him in the formation of Triple Eight, which had won the contract to represent Vauxhall's BTCC interests. He quit that job more than 20 years ago, but this rolling stone didn't stop. There was a five-year spell at Activa Technology working for Yamaha and Dome; race engineering GP2 drivers such as Neel Jani and Adam Carroll; spells in A1GP; and two World Endurance Championship seasons with top LMP1 privateer Rebellion. Today, he's still rolling, heading to Italy to advise a young driver.

What makes him most happy these days is fettling his pristine collection of motorcycles. "Racing is something I do now to earn a few quid - although still to the best of my ability," he says. "The lad I'm working with, just being there is worth a couple of tenths. There's more time in him than the car, let's put it like that."

Still, it beats fixing tellies. **O**

"If I was going  
back to  
full-time now,  
I'd do bike  
racing again"





# Now that's what I call... F1 1990s



It was a decade that reverberated to the sound of naturally aspirated crowd-pleasers but alongside the hits were a raft of underrated classics. **Peter Higham** picks some of the best

**F**OR THOSE OF A CERTAIN AGE, THE 1990s is remembered as a halcyon period of great rivalries, epic races and dramatic deciders. The decade began with the heated relationship between Ayrton Senna and Alain Prost, and ended with Michael Schumacher and Mika Häkkinen as two-time champions.

Turbocharged engines had been banned after 1988, and an intense period of electronic technical development culminated in the Williams-Renault FW14B that took Nigel Mansell to a title in 1992. The FIA then sought to slow the cars and restricted 'driver aids', a process that was hastened

by the tragedies of Imola in 1994 and that traumatic summer which came to overshadow the decade.

But away from the headlines and blockbuster winners from McLaren, Williams and Benetton, there were a number of designs that showed glimpses of promise and speed without mounting a sustained challenge. After spending months categorising all the cars from the decade for my new book, these are my picks as the most underrated of them all. They make up in character what they lack in silverware – in fact they include just one race winner, and even that was due to circumstance on a chaotic day at the Nürburgring.





## Tyrrell 019

*The car that changed the shape of 1990s aerodynamics.*

1990. **Engine:** Ford DFR V8. **Points:** 14. **Best finish:** 2nd, Jean Alesi, Monaco GP. **Worst finish:** 5th

This innovative design from Harvey Postlethwaite and aerodynamicist Jean-Claude Migeot changed the shape of Formula 1 when it was introduced at the 1990 San Marino Grand Prix. The anhedral front wing with raised nose improved aerodynamic efficiency and was crucial to the success of the nimble if underpowered Tyrrell-Ford 019.

Jean Alesi had already raced wheel-to-wheel with Senna and finished second at Phoenix in the 1989 Tyrrell 018 and he scored a point on his debut

in the new machine at Imola. That was followed by an excellent second-place finish at Monaco when just 1.087sec behind Senna at the flag.

Now third in the championship, Alesi ran third in Canada and Italy but did not score another point all season. There were too many accidents and luck normally deserted him when points were on offer. Satoru Nakajima scored three sixth-place finishes during 1990 as Tyrrell retained fifth in the Constructors' Championship.





# Prost JS45

*Olivier Panis challenged at the front of the field in the JS45 until sidelined by injury.*

**Year:** 1997. **Engine:** Mugen MF301HA V10. **Races:** 17. **Best result:** 2nd, Olivier Panis, Spanish GP. **Championship position:** 6th

Olivier Panis had scored a surprise victory in the 1996 Monaco Grand Prix and he was a serious contender during the first half of 1997. Ligier was taken over by Alain Prost in the winter of 1996/97 so Loïc Bigois's new design was rebranded as the Prost-Mugen JS45 before the season. It had a new monocoque with weight distributed further forward, while a hand clutch was a mid-season development.

The fastest Bridgestone runner at the start of the season and third on the grid in Argentina, Panis scored podium finishes in Brazil (third) and Spain (second). Now third in the championship, he suffered a 150mph accident on lap 52 of the Canadian Grand Prix in Montreal, breaking both legs. He was replaced by Minardi's Jarno Trulli who finished fourth in Germany and led the opening 37 laps of the Austrian Grand Prix until engine failure ended his race. Panis finished sixth at the Nürburgring on his return and was ninth overall despite missing seven races.



# Lotus 107

*Chris Murphy's 1992 design appeared to cement Lotus on the road to recovery, only for financial reality to intervene.*

**Years:** 1992-94. **Engine:** Ford HB V8, Mugen ZA5C/ZA6C V10. **Races:** 34. **Best result:** 4th, Mika Häkkinen, 1992 French and Hungarian GPs, Johnny Herbert, 1993 Brazilian, European and British GPs. **Best championship position:** 5th (1992)

The restructured Team Lotus enjoyed an upturn in fortunes during 1992 thanks to the driving talents of Mika Häkkinen and Johnny Herbert, and Chris Murphy's new Lotus-Ford 107. This employed semi-active suspension at launch, with a fully active solution plus semi-automatic gearbox and traction control all under development.

Both drivers had scored sixth-place finishes in the old 102D by the time the new machine was ready for the San Marino Grand Prix. Various teething issues initially restricted results but both scored points

at Magny-Cours with Häkkinen finishing a competitive fourth. The Finn repeated that result in Hungary and enhanced his growing reputation as Lotus-Ford claimed fifth overall.

Progress had been made on and off the track during 1992, although that mood of optimism proved short-lived. Finances were increasingly tight and the famous old team struggled on for another two seasons before it closed. Mugen V10 engines were used in 1994 and the 107C was finally replaced part-way into that final season.







Reigning world champion Damon Hill led for most of the 1997 Hungarian GP, having overtaken Michael Schumacher on lap 11

# Arrows A18

*A one-hit wonder, but Damon Hill took Arrows to within touching distance of victory in the A18.*

**Year:** 1997. **Engine:** Yamaha OXIIA V10.  
**Races:** 17. **Best result:** 2nd, Damon Hill, Hungarian GP.  
**Championship position:** Eighth

Like the Jordan 193 (*next page*), the Arrows-Yamaha A18 is only included in this list for its performance in just one race. Tom Walkinshaw had acquired perennial underachievers Arrows in March 1996 and he had grand plans for 1997. He signed world champion Damon Hill on a one-year contract, negotiated a works engine deal with Yamaha and switched to Bridgestone tyres.

The largely conventional high-nose A18 initially lacked grip, power and reliability so the first half of the season only delivered frustration. With John Barnard now ensconced as technical director, Hill finally scored the team's first point of 1997 when he inherited sixth at Silverstone.

With horsepower less important than normal and the heat suiting the Bridgestone rubber, Hill qualified for the Hungarian Grand Prix in a surprise third position. He led by 35sec at one stage and appeared set for victory (on Arrows's 299th attempt) when the hydraulic pressure sagged on the penultimate lap. He was passed by Jacques Villeneuve but held onto a shock second position nonetheless.

# McLaren MP4/9

*McLaren's year with Peugeot was not a success but the MP4/9 delivered eight podium finishes and fourth overall nonetheless.*


**Year:** 1994. **Engine:** Peugeot A4/A6 V10. **Races:** 16. **Best result:** 2nd, Martin Brundle, Monaco GP, Mika Häkkinen, Belgian GP.  
**Championship position:** Fourth



McLaren's single season with works Peugeot engines was its first winless campaign since 1980. It was seen as a failure but emerging star Mika Häkkinen finished on the podium at six races (including second at Spa-Francorchamps) and was fourth in the World Championship.

He qualified on the front row in Monaco only to collide with Damon Hill at the first corner. Martin Brundle was chosen as Häkkinen's team-mate on the eve of the season, and equalled his career-best

finish when second in Monaco. The Englishman scored another four top-six finishes that included third in Australia.

The MP4/9 had a two-pedal layout with the clutch operated by paddles on the steering column. "It brakes better than anything and handles well," was *Motor Sport's* mid-season assessment but the engine lacked power and there were initial cooling issues. The relationship between McLaren and Peugeot was dissolved by the end of the year. 



# Jordan 193

*The car that helped establish newcomers Rubens Barrichello and Eddie Irvine.*

**Year:** 1993. **Engine:** Hart 1035 V10.  
**Races:** 16. **Best result:** 5th, Rubens Barrichello, Japanese GP.  
**Championship position:** 10th –

For its third season in Formula 1, Jordan replaced disappointing Yamaha engines with Brian Hart's new V10 unit and signed an all-new driver line-up that included the 20-year-old Rubens Barrichello. The Jordan 193 featured a flat front wing mounted underneath its raised nose. The wheelbase was 5in shorter than before although excessive rear tyre wear was only improved when it was extended with three races to go.

Barrichello showed promise, especially in the wet European Grand Prix at Donington Park where he lost third when his engine cut out with six laps to go. However, Jordan was without a point when they arrived at Suzuka for the penultimate race, where Barrichello had his fifth team-mate of the season.

Barrichello enjoyed the changeable conditions once more to finish fifth. Eddie Irvine claimed sixth on his F1 debut and even re-passed Ayrton Senna's leading McLaren-Ford after being lapped. That incident so angered the Brazilian that he confronted Irvine after the race.



# Stewart SF3

*The third and final Stewart-Ford that scored a surprise 1-3 at the Nürburgring.*

**Year:** 1999. **Engine:** Ford Cosworth CR-1 V10. **Races:** 16. **Best result:** 1st, Johnny Herbert, European GP.  
**Championship position:** 4th

Outgoing technical director Alan Jenkins introduced a stiffer and lower monocoque for the Stewart-Ford SF3, with fins on top to comply with the height regulations. The sidepods initially had slanted intakes although these were eventually replaced from the British Grand Prix. A carbon-fibre gearbox had proved troublesome in 1998 so was dropped.

Rubens Barrichello starred from the start of the season – leading in Brazil, third at Imola and

on pole in France. He led for 44 laps of Magny-Cours and finished third once more. Paul and Jackie Stewart had sold their team to Ford by that time but they enjoyed victory before their team was rebranded as Jaguar in 2000.

The 1999 European GP at the Nürburgring was chaotic. Johnny Herbert changed to wets and then dry tyres and took advantage of Giancarlo Fisichella's crash and Ralf Schumacher's puncture to win, with Barrichello third.



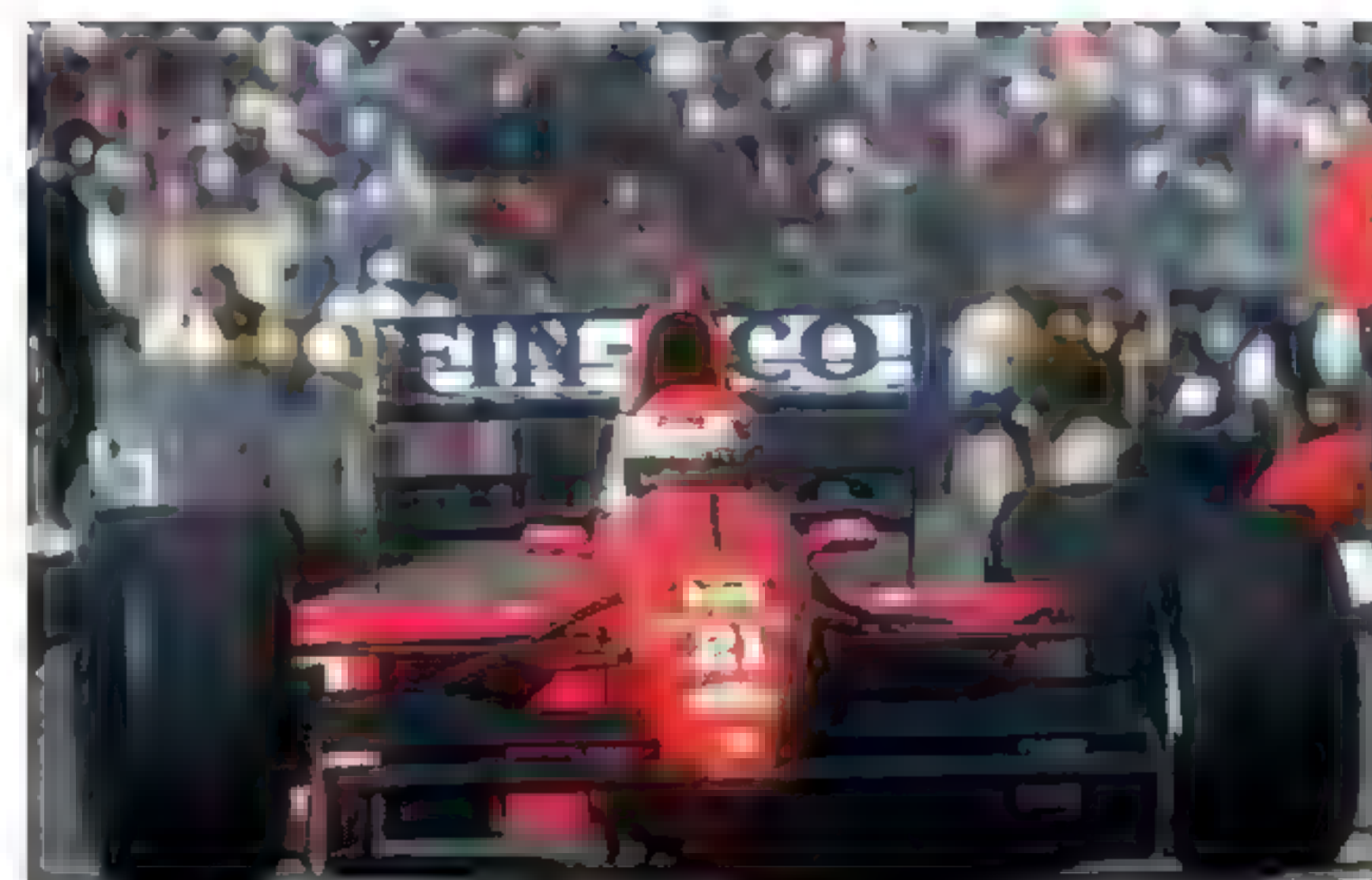
**FORMULA 1  
CAR BY CAR  
1990-99**

Peter Higham's latest book in his decades series, published by Evro, is available at [motorsportmagazine.com/shop](http://motorsportmagazine.com/shop), £50.





Six drivers started GPs in the Jordan 193 in 1993, including Rubens Barrichello, driving here at Silverstone



## Dallara F191

*Reliability was compromised but the F191 delivered Dallara's second and final podium finish.*

**Year:** 1991. **Engine:** Judd GV V10.  
**Races:** 16. **Best result:** 3rd, JJ Lehto, San Marino GP.  
**Championship position:** Eighth

Without a point in 1990, Beppe Lucchini's BMS Scuderia Italia replaced the Ford DFR engine with a compact new 72-degree V10 from John Judd's Rugby-based Engine Developments. The Dallara F191 was a neat and conventional design with raised nose and push-rod suspension now front and rear.

Quickest at a six-day Pirelli test at Estoril, they qualified in the top 10 in the US although neither driver scored at the opening two races. Emanuele Pirro then failed to pre-qualify for the San Marino GP after his car caught fire but team-mate JJ Lehto climbed through the field and took third with nine laps to go. That finish was vital as it allowed the team to escape pre-qualifying after the British GP.

Pirro finished sixth in Monaco and qualified seventh in Hungary but Lehto endured eight retirements in nine races – including engine failure when running fourth in Canada.



## Minardi M193

*The Minardi that (briefly) led Ferrari*

**Years:** 1993-94. **Engine:** Ford HB V8. **Races:** 21. **Best result:** 4th, Christian Fittipaldi, 1993 South African GP. **Best championship position:** Eighth (1993)

After two years with heavy V12 engines, Minardi switched to Ford HB V8s that dated back to Jaguar's 1991 sports car programme. Aldo Costa and Gustav Brunner's Minardi M193 was a conventional design that lacked power and the electronic technology that was now commonplace. However, it was reliable and handled well, although the lowest budget in F1 and a lack of testing saw performances tail off. Christian Fittipaldi finished fourth in South Africa and Fabrizio Barbazza was

sixth at Donington Park and Imola. Minardi was fifth in the constructors' points (ahead of Ferrari) when Fittipaldi claimed fifth at Monaco but they did not score again.

Pierluigi Martini replaced Barbazza from mid-season and the Minardis clashed as they accelerated to the finish line in Italy, launching Fittipaldi into an aerial loop. Using updated M193Bs at the start of 1994, Michele Alboreto was sixth in Monaco and Martini fifth in Spain. ○





No

APP V.A. GETTY IMAGES





Still going strong, Iceman has a contract with Alfa until the end of this season. Left: Sauber's youthful driver at Monaco in 2001

# regrets

No other Formula 1 driver has competed in as many races as Kimi Räikkönen – and the 41-year-old, now in his third season with Alfa Romeo, gives no indication that he's ready to stop. **Adam Cooper** caught up with the 2007 world champion to talk about his years at McLaren, Ferrari and Lotus, and why, despite the chicanery, frustration and pressure, he wouldn't change a thing

**A**T THE EIFEL GP LAST YEAR Kimi Räikkönen logged his 323rd grand prix start, breaking the record held by Rubens Barrichello. Twenty years after his rookie season the Finn will continue to extend that total in 2021, and with his 42nd birthday in October, he shows no signs of intending to stop.

He might not be racing for wins these days, but the 2007 world champion remains a firm fan favourite around the world. His deadpan 'Iceman' persona has always appealed, as has the humour inherent in his colourful radio conversations with the pitwall.

On his second marriage and with two young children, Räikkönen long ago reined in his partying lifestyle. But at heart he remains the same straightforward character he was when he turned the perceived wisdom about young drivers on its head, someone who above all else values loyalty and honesty in the people with whom he deals.

It was in the late summer of 2000 that Kimi's ambitious management team of David and Steve Robertson began looking for F1





The Finn finished 11th in the new Alfa Romeo-Ferrari C41 at Bahrain on March 28



In 2000, Räikkönen won seven out of 10 Formula Renault races. Below: then came the move to Sauber



A first win came here in the Malaysian GP in 2003 for McLaren. Below: victory at São Paulo in 2007 gave Räikkönen his sole F1 title





opportunities for their man, who was then dominating the Formula Renault scene.

The father/son combo had gained some kudos in the paddock by helping Jenson Button into Williams that year, and team boss Peter Sauber was intrigued by their sales pitch.

Räikkönen was in Finland enjoying a beer with a mate when the Robertsons called to say that he would be testing for Sauber at Mugello. He had never even been to a grand prix.

“Obviously things happened very quickly,” he recalls. “I didn’t know how the cars were, and I’d never seen an F1 car live. I couldn’t really prepare – it was go there and see what happens. It was rough physically for the neck, and with no power steering. But even if I had a month or two, I don’t think it would have helped.

“I had two days, so it was not like I had to rush things. The first day everything kind of happens too quickly. I think your brain is not really used to it, or something.

“And then after the first day, sleeping overnight, things just slow down and become more normal. But it wasn’t like, ‘If I do well now it’s going to be a chance to do F1’ – at least nobody told me. It was just a test. So I did what I could, and it went okay.”

It was more than okay. An intrigued Michael Schumacher visited the Swiss team’s motorhome to find out more about the driver he’d observed on track, while Sauber and his colleagues were so enthused that Räikkönen became a candidate for a 2001 race seat, and a second Mugello test was quickly arranged.

There were two major issues. Firstly main sponsor Red Bull was keen to promote Dietrich Mateschitz’s protégé Enrique Bernoldi from F3000, and secondly the chances of securing a superlicence for someone who hadn’t even raced an F3 car appeared to be slim.

“The second test, it was me and Bernoldi, and then things were more like, ‘Maybe there is a chance,’” Kimi recalls. “But I never felt, ‘I need to do well now, or I can’t race.’

“And then after that there were all these big discussions they had with Red Bull, and the superlicence issue. It took forever before it was certain that it would happen.”

After the FIA observed a later test at Jerez, Räikkönen was granted a provisional superlicence for the early races, and a lot of eyes were on him in Australia. He barely put a foot wrong on the way to seventh place, subsequently moving up to sixth when Olivier Panis received a time penalty.

“Yes, it was the first race and all these things were new, but when it comes to driving it was already much more normal, because I had a lot more time to get ready comparing to the first test. In the end the race was no different from Formula Renault. It’s the race.”

He proved to be a fast learner, taking fourth places in Austria and Canada, and fifth at Silverstone. “In those days it was only the top six that got points, so it was more difficult. Also there were more things happening, the racing was different in those times. We had pretty good speed as a team in most of the races.”

His performances had not gone unnoticed, and among those paying attention was Ron Dennis. At a party on the Sunday night of the Montreal race Räikkönen chatted with the McLaren boss and his countryman Mika Häkkinen, who was destined to retire that year. In the weeks that followed, discussions became more formal.

“I don’t know when it exactly started, but we met there and talked and had some drinks. And then it went quite quickly. I had a contract with Sauber, but then they sorted it out, and in the end everybody was happy.”

McLaren had to buy Räikkönen out of a three-year deal, providing Sauber with the funds with which to construct a wind tunnel.

In only his second year out of Formula Renault, Kimi was to replace Häkkinen, a two-time world champion, and a national hero in Finland. The pressure was immense.

“I never really thought about it,” he insists. “That helps a lot. If you think certain things too much, it gets difficult. Obviously, it was different, it was a bigger team. The first year in

most of the races we had issues, but it was great to get to know the team.”

In 2002 Ferrari was utterly dominant, and while Räikkönen logged several podiums, he had to wait until Malaysia the following year for his first victory. A string of second places kept him in the 2003 title hunt, and after some frustrating retirements he ultimately lost out to Michael Schumacher.

“Obviously there were errors. How much was it, two points or something in the end? If you take any of those or the issues that we had with the car, we could have won easily. But then we only won one race, and I don’t know how many wins Michael had. We were definitely not the fastest, but we were more consistent. I was doing well with what we had, and we were up there all the time.”

In 2005 Räikkönen went through a similar experience. He won seven races, but lost the title to Fernando Alonso.

“We would have had plenty of wins if it didn’t keep breaking down that often. For sure that year was more painful, because we had the speed. But it’s racing, you have to finish.”

Despite his occasionally wild exploits off-track Kimi got on well with Dennis: “People always talked that we had this and that, and for sure we had some disagreements, but outside of that we always had a good relationship. He was not a fan of some things that I did, but it wasn’t like after that we had a bad relationship. We had some arguments about certain things, but that’s how it goes.”

For 2007 Räikkönen moved to Ferrari, replacing the retiring Schumacher. He won first time out in Australia, and was the main opposition to Alonso and rookie Lewis Hamilton at McLaren. However, switching from Michelins to that year’s control Bridgestones wasn’t easy.

“I noticed straight away in testing that the cars were different, from McLaren to Ferrari, but also the tyres. It took a long time to figure it out. We won the first race pretty easily, but at that circuit the issues I was struggling with weren’t affecting me that much.

“We had some retirements, and then the further we went, the better it started to get. We had a very fast car, and we managed to maximise a lot of things. Probably the crucial race was in Fuji. We got some crazy penalty because we changed the tyres, and we were put on the back. At least I managed to be in third place. Then there were a couple of races to go, and we did well in those ones...”

In fact he pulled off a feat worthy of his hero James Hunt, coming from 17 points behind (10 points for a win) to steal the title from Alonso and Hamilton with wins in the last two events.

In 2008, Massa seized the initiative at Ferrari, and Räikkönen found himself

## “He pulled off a feat worthy of his hero James Hunt to steal the title”





WIN



Phil Hill's Ferrari wore No2 at the 1961 Italian GP, the race in which he was confirmed world champion. Tragically on that day team-mate Wolfgang von Trips crashed, killing himself and 15 of the Monza spectators

EXCLUSIVE READER COMPETITION

# WIN a Phil Hill-signed Ferrari 156 'Sharknose' 1:18 scale model

"It was like a race horse chasing a greyhound around a living room," said Phil Hill of the 1961 Monaco Grand Prix, in which the roaring Ferrari 156s of Hill and Richie Ginther fruitlessly pursued the less powerful Lotus 18 of Stirling Moss. Despite this opening round setback, Hill would finish the season as world champion in the 'Sharknose', which has been recreated here in this limited-edition 1:18 scale model. It is presented on a display base and signed by Hill.

To win, answer the following question:  
*How many F1 championship races did the Ferrari 156 'Sharknose' win in 1961?*

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supporting the Brazilian's title campaign. Then at the end of 2009 he was caught in a typical Ferrari three-into-two scenario as he was eased out to make way for Fernando Alonso.

Was that frustrating given that he'd earned the team a world championship just a couple of years earlier?

"No, not really. I think what I was more disappointed about was how they handled it, because I found out long before what they had done. Then when I spoke to the big bosses, they were not saying it, they were saying completely the opposite, even though I knew. 'We promise you it's not happening.'

"I was already fed up with all the politics and things like that, so leaving wasn't really like a big thing for me. I was happy to do something else. It was more, 'Why not be honest?' Because it's not going to change the end result."

He still had a contract, so Ferrari paid Räikkönen not to race in 2010, and signing for a rival would have voided that arrangement. He opted instead for a switch to the World Rally Championship, agreeing a deal with Citroën. He faced a steep learning curve.

"I never expected to do that well, because I had zero experience. I wanted to see if I even could do it. I enjoyed it, my best finish was fifth or something in Turkey [in 2010]. I don't think the driving itself is so difficult, it's more about making good pace notes and then to be able listen to them and not think. It takes a long time. The other guys have a lot of experience. Some days we did better, others we ended up off the road, but that's part of rallying."

**R**ÄIKKÖNEN INSISTS THAT AN F1 return was not on his agenda. "I had zero thinking about it. The first year Lotus called and I said, 'No, not interested.' Somehow it leaked to the newspapers and I was even more disappointed. We said, 'Let's keep it quiet,' but it leaked from their side, so I was, 'Here we go again.'"

In 2011 Räikkönen campaigned his own Citroën in the WRC under the Ice 1 Racing banner. He also dabbled in NASCAR, contesting a truck race and a second division Nationwide event. Ironically, rather than kickstart a new career in the USA, that experience nudged him back towards F1.

"When I went to NASCAR I enjoyed racing against people, so then I thought I wanted to do some racing again. I liked the NASCAR story, but to do the full season, it's too many races.

"So then I thought, 'Maybe...?' I called Steve and Dave and said, 'Let's find something [in F1] and see what is out there.' First I talked with Williams and visited them, and then we went back to Lotus. And it happened quickly."



## "Many didn't expect Lotus to do well but we surprised a lot of people"

Räikkönen put his frustration over the previous year's leak behind to sign for the Enstone team for 2012. He proved to be a points-scoring machine, and seven podium finishes, including a win in Abu Dhabi, propelled him to third in the World Championship.

The following year he won the season opener in Melbourne and followed up with six second places. However, by the end of 2013 he had fallen out with the Lotus owners as the money ran out and his salary wasn't paid.

"I don't think many expected us to do well but then we surprised a lot of people. The second year was even stronger, but they changed the tyres suddenly, halfway through the season. Those other [previous] tyres were so good for us; our car worked well with them.

"Everything then went to s\*\*t afterwards because of the money issues. It was a shame. It was a great group, the team and everything, and then it got let down by people who were not very honest."

Against the odds Räikkönen returned to Ferrari in 2014, initially alongside Alonso. In 2015 the Spaniard went to McLaren and Sebastian Vettel arrived. Räikkönen enjoyed a good relationship with the four-times world champion, and the pair flew to races together

from Switzerland. Kimi slipped into a supporting role. "I knew what was going to be awaiting me, so I wasn't really surprised. I would still do the same thing, no regrets. It was fun. Obviously, you want to have better results, wherever you are, but that's how it is."

Overshadowed by Vettel, Räikkönen regularly logged podiums and points, and in 2018 he won the US GP - the only success of his second Ferrari stint. By then he was once again surplus to requirements at Maranello as the team promoted its protégé Charles Leclerc.

Many observers assumed that Räikkönen, already 39, would simply call it quits. The man himself had other ideas. Encouraged by his close friend Beat Zehnder, Sauber's long-time team manager, he instead took a look at the seat vacated by Leclerc.

Much had changed in Hinwil since his rookie year, but going to a midfield outfit with ambitious new owners and Alfa Romeo support had appeal, as did the symmetry of returning to where he started.

Räikkönen did his usual solid job in 2019, scoring points in his first four outings and earning fourth at Interlagos. The 2020 season was less satisfying as Ferrari let down its customer teams, and budget constraints forced Alfa Romeo to trim spending on development.

"I think the first year here we did actually not too bad, although we were not strong the last part of the year, apart from Brazil. Last year obviously for many reasons it was not that great for any Ferrari-engined cars.

"I wish last year could have been more like the previous year, but it was out of our hands. Then with all the Covid things, the small teams struggle more. Hopefully this year we can be up there, or least more regularly in the points, but who knows? There are rule changes and many other things that can affect it."

Inevitably Räikkönen faces endless questions about his motivation. The first race of 2021 left him just outside the points, but the fact that he's still willing to get his body into shape each winter says a lot. "I don't know if I train harder or not. I think in many ways you train smarter, because you couldn't do the same as maybe 10 years ago. It's part of the job.

"I enjoy the races, not the other things! But it's always been the same. For sure there is a time when I miss the family, and I always valued my time outside F1, and that hasn't changed. And it becomes more and more with the kids growing up. Last year worked out okay, so let's see this year, and what the future brings."

Two decades on, how would he sum up his rollercoaster career?

"I think I've been in good teams, obviously some years better than others, but I don't have any regrets. I wouldn't change anything." ◉



TE Lawrence's fascination with speed and danger was a release from his wartime memories. Right: opposing the Ottomans at the Battle of Aqaba, 1917





# Every journey is a race

The enduring image of Lawrence of Arabia is that of a robed military tactician astride a camel in the desert of the First World War, but as **Mat Oxley** – whose latest book explores TE Lawrence's love of motorcycles – explains, the fame-shy soldier and author was a speed freak with a passion for Brough Superiors

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Photographed here around his 40th birthday in 1928, Lawrence had no desire for the trappings of fame and had joined the RAF to be closer to working people



The 1962 film *Lawrence of Arabia* was based on Lawrence's book *Seven Pillars of Wisdom*. Right: with George Brough, creator of his beloved motorcycles



“THE BURBLE OF MY EXHAUST unwound like a long cord behind me. Soon my speed snapped it, and I heard only the cry of the wind... The cry rose with my speed to a shriek: while the air's coldness streamed like two jets of iced water into my dissolving eyes. I screwed them to slits, and focused my sight ahead of me on the empty mosaic of the tar's gravelled undulations.

“Like arrows the tiny flies pricked my cheeks: and sometimes a heavier body, some housefly or beetle, would crash into face or lips like a spent bullet. A glance at the speedometer: 78. Boanerges is warming up. I pull the throttle right open, on the top of the slope, and we swoop, flying across the dip, and up-down the switchback beyond: the weighty machine launching itself like a projectile with a whirr of wheels into the air at the take-off of each rise, to land lurchingly with such a snatch of the driving chain as jerks my spine like a rictus.”

Every bike ride was a race to TE Lawrence, aka Lawrence of Arabia, Britain's greatest First World War hero and one of its most brilliant authors. TEL was also motorcycling's greatest icon of the first half of the 20th century and wrote some of the finest stories about the thrill of riding motorcycles.

Lawrence never contested an Isle of Man TT, but he was keen to have a go around the Mountain circuit. “I'd thoroughly enjoy

the ride,” he wrote to George Brough, who contested the 1913 Senior TT.

There was one great hindrance that prevented TEL from transforming his addiction to high-speed riding into competitive action. “One of the penalties to fame is that you mustn't lose,” he added in the same letter. “Once in, you'll have to win it.”

Lawrence made his name when he fomented, organised and led an Arab revolt against the Turkish army's rear, using fast-moving guerrilla tactics to disable one of Germany's key allies. He rode his first motorcycle while in the Middle East, which the locals called a “devil horse”.

His heroic wartime exploits were recorded by American journalist Lowell Thomas, who travelled with Lawrence and turned his story into several books and the world's first multimedia exhibition. Lowell said he had been looking for a new Richard the Lionheart and he found him in Lawrence, whom he called “a modern Arabian knight”.

Britain needed a romantic war hero in the chill aftermath of the war. It was difficult to find any military glitter in the bloody squalor

of the Somme, but here was Lawrence, wearing dazzling white Arab robes, his jambiya dagger glinting in the desert sun.

Lawrence later wrote his own book about his war, *Seven Pillars of Wisdom*, which told the story of vicious hand-to-hand skirmishes and supremely brave commando-style raids on Turkish troop trains and supply columns. These expeditions laid the foundations of modern guerrilla warfare, used by everyone from the SAS in the next world war and the Vietcong in Vietnam.

Lawrence pioneered the use of improvised explosive devices (IEDs) and became so adept at laying lethal charges that his Arab friends nicknamed him ‘Emir Dinamit’. Here were the first signs of his engineering genius, which would later become a dominant theme in his life, with his bikes, planes and speedboats.

“One day someone may draw the close parallel that must link his desire for art, his engineering and his whimsical invention with that of Leonardo da Vinci,” wrote Vyvyan Richards in *Portrait of TE Lawrence*.

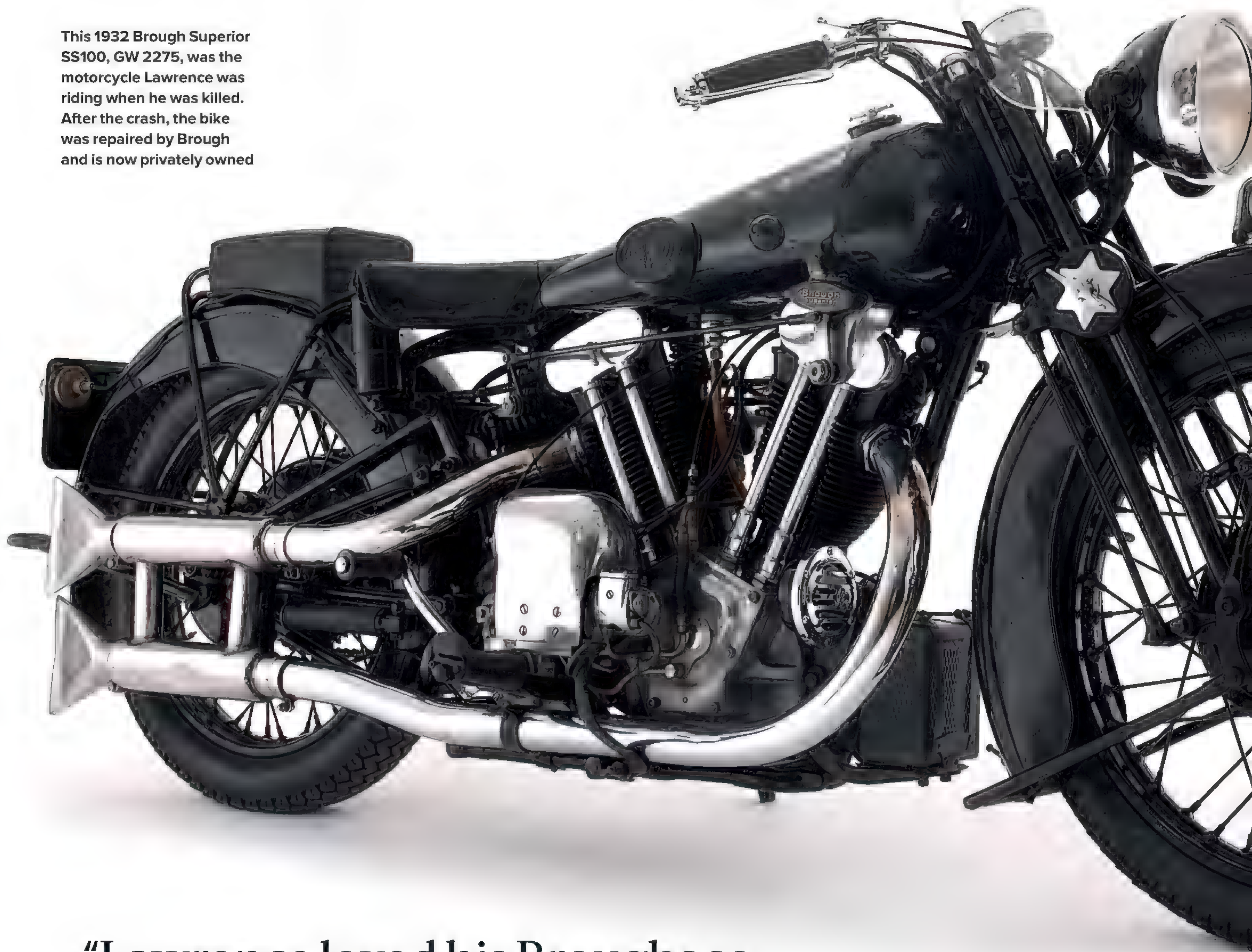
*Seven Pillars* recorded “what is probably the last of the picturesque wars”, according to

“One of the penalties to fame is that you musn't lose”



# LAWRENCE OF ARABIA

This 1932 Brough Superior SS100, GW 2275, was the motorcycle Lawrence was riding when he was killed. After the crash, the bike was repaired by Brough and is now privately owned



## “Lawrence loved his Broughs so much that he gave them names”

to fellow author EM Forster. “Camels, pennants, the blowing up of little railway trains by little charges of dynamite - it is unlikely to recur. Next time the aeroplane will blot out everything in an indifferent death...”

The book further increased his renown, but he hated fame so much that he resigned from the Colonial Office, where he was adviser to Winston Churchill on Arab affairs, then changed his name and enlisted incognito as a lowly airman in the RAF. He was disillusioned with politics and wished to become nothing more than “a small cloud of dust on the horizon”. To that end he bought his first motorcycle, “an old crock of a Triumph”.

One of the most mystifying and charismatic figures of the 20th century, Lawrence’s post-war military career lasted 13 years, during which he indulged his love of all things mechanical. He worked on planes, boats and motorcycles. Beyond literature, archaeology, and his desert adventures, motorcycles were perhaps the greatest love of his life.

His tastes in motorcycling, as in most things, were particular. He bought his first Brough Superior not long after returning from his post-war efforts to further Arab independence at the Treaty of Versailles. It was the first of eight machines bought from the upmarket Nottingham manufacturer.

The mighty V-twins were the superbikes of the day, with huge, loping performance and a chassis built for speed. George Brough’s flagship SS100, favoured by Lawrence, was the perfect machine for storming down bumpy, unpaved roads at crazy speeds.

Lawrence loved his Broughs so much that he gave them names. Collectively they were called Boanerges, a Biblical name meaning Sons of Thunder. Individually, they were christened George I, II, III, IV, V, VI and VII. He also liked to anthropomorphise his machines. “Because Boa loves me he gives me five more miles of speed than a stranger would get from him,” he wrote.

“Never before has Boa gone better,” he wrote to friend George Bernard Shaw, author of *Pygmalion* and *Man and Superman*. “I kept





Lawrence with his jambiya dagger, which was given to him in 1917 after the Arabs' victory at the Battle of Aqaba

on patting him, and opening his throttle... Never have I had anything like him."

The pleasure he took in motorcycling was evident from the moment he climbed aboard his Brough, according to artist friend Eric Kennington. "His confident ease as he sat astride the monstrous bicycle. A few vigorous kicks on the pedal: the beginning of slow movement: a chuckle: a downward glance, and a sensual grip of the rubber handles - like a cat taking its pleasure in claw-stretching: a conscious summoning of power, still latent in the machine... the head was raised, the eyes gazed at the horizon as if in ownership: the advance quickening snake-like, then the disappearance in a roar of dust. He was happy. He never looked back. Travelling twice as fast as his boats - nearly as fast as his brain."


GETTY IMAGES, ALAMY

Sir Basil Liddell Hart, one of Lawrence's many biographers, assessed his subject's lust for velocity thus: "To TE this sensation of speed is entirely exhilarating, because it seems to free the spirit from the bondage of human weakness, and also, I think, because it suggests the power to overcome impediments that nature and human nature place in the way of all achievement..."

Lawrence used his Broughs for everything: for journeys the length and breadth of Britain, for madly fast runs from his RAF base to London and back in the same afternoon, for doing runners from the police and for visiting friends, who included Winston Churchill, writers Shaw, Thomas Hardy, John Buchan and Siegfried Sassoon, composer Edward Elgar, artists Kennington and Augustus John, and

socialite Nancy Astor, Britain's first female member of parliament.

Churchill worshipped Lawrence and, most unusually, was moved to silence whenever Lawrence held forth during visits to the Churchill family home. "I was under his spell, and deemed myself a friend," wrote the future prime minister. "Sometimes he would stop on his motor bicycle at my house, and I would make haste to kill the fatted calf."

Lawrence adored riding, although speed was the thing. Indeed by all accounts he was a maniac. "I've got an extravagant motorbike," he wrote to a friend in 1923, not long after purchasing his first Brough. "It's as fast as a hurricane and I hurl over south-west England on it, pleasing myself at every sharp bend and bad place... and to be anonymous and out" 



of sight and very speedy isn't a bad state. The greatest pleasure of my recent life has been speed on the road. I lose detail at even moderate speeds, but gain comprehension. When I used to cross Salisbury Plain... I'd feel the earth moulding herself beneath me. It was me piling up this hill, hollowing this valley, stretching out this level place; almost the earth came alive, heaving and tossing on each side like a sea. That's a thing a slow coach will never feel. It is the reward of speed. I could write for hours on the lustfulness of moving swiftly."

Dressed in a black rubber minesweeping suit in foul weather but more usually in his RAF uniform, Lawrence took great delight in terrifying dawdling car drivers. He wrote the following after a ride from Edinburgh to London, in a letter to Shaw's wife Charlotte.

"After a mile or two I said to Boanerges 'we are going to hurry' and thereupon I laid back my ears like a rabbit and galloped down the road. Traffic this morning was mainly Morris Oxfords, doing their 30 up or down. Boa and myself were pioneers of the new order. Like all pioneers we incurred odium. The Morris Oxfords were calculating on other traffic doing their own staid 40 feet a second. Boa was doing 120 [about 80mph]. While they were thinking about swinging off the crown of the road to let him pass, he had leapt past them, a rattle and roar and glitter of polished nickel. They waved their arms wildly in protest. Boa was round the next corner, or over the next-hill-but-two while they were spluttering."

On other occasions he enjoyed playing games with the cops. "George VII is running like stink. If you'd seen me dropping the county mobile police last weekend, one by one along the Forest roads, you'd have been pleased with our performance," he wrote to Brough.

Lawrence never did get to go racing, but those who rode with him swore there were few better in Britain. "He was one of the finest riders I have ever met," wrote Brough, who raced at Brooklands and once held the motorcycle land-speed record, albeit only unofficially. "When the road was clear ahead, it took a very good and experienced rider to keep anywhere near TEL."

Lawrence was certainly one of the first members of the ton-up club, happily clocking over 100mph as he roared through the British countryside. He thought nothing of leaving the Army camp in Bovington, Hampshire, on a Sunday morning, visiting Wells Cathedral (medieval architecture was another fascination), swimming at Land's End, taking tea in St Ives and then racing back to camp in time for roll call; a round trip of 440 miles.

It was during these wild rides that he established his own kind of lap records.



## "At his last home he had 'Why worry?' engraved above the door"

"Yesterday fatigues for us ran short at 10am: so I leapt for my bike and raced her madly up the London road: Wimborne, Ringwood, Winchester, Basingstoke, Bagshot, Staines, Hounslow by 1.20pm; three hours less five minutes. Good for 125 miles: return journey took 10 minutes less!"

**L**AURENCE CERTAINLY RODE TO forget the war, which claimed two of his five brothers, and the things he had done during the war, most especially his decision to shoot his Arab servant boy, Faraj, who had been badly wounded by the Turks.

"To him speed was rest, as it is for many people nowadays," wrote Clare Sydney Smith in *The Golden Reign*, a record of her friendship with this great Briton. "At times his impulse was to run away from life."

Often it was his life in the ranks from which he wanted to escape. "My motorbike is called into use when I find myself on parade facing a sergeant with my fists hard clenched. A hundred fast miles seem to make camp feel less confined afterwards." And in another letter, "riding chases off the broody feeling".

It would seem that risk was essential to Lawrence's being: he needed to go to the very

edge and face the possibility of going over it. At his last home, Clouds Hill, a cottage near Bovington camp, he had the words "Why worry?" engraved above the front door. In Greek, of course.

Lawrence's most famous piece of writing on bikes formed a chapter in his book *The Mint*, which tells of his gruelling years in the ranks, during which he used the name John Hume Ross. The chapter titled *The Road* tells the tale of his race with an RAF fighter plane.

"Once we so fled across the evening light, with the yellow sun on my left, when a huge shadow roared just overhead... A Bristol Fighter... The pilot pointed down the road towards Lincoln. I sat hard in the saddle, folded back my ears and went away after him, like a dog after a hare. Quickly we drew abreast... The next mile of road was rough. I braced my feet into the rests and clenched my knees on the tank till its rubber grips goggled under my thighs. Over the first pothole Boanerges screamed in surprise, its mud-guard bottoming with a yawp upon the tyre. Through the plunges of the next 10 seconds I clung on, wedging my gloved hand in the throttle lever so that no bump should close it and spoil our speed. Then the bicycle wrenched sideways into three long ruts: it

ROGER V O L, ET/SHUTTERSTOCK, GETTY IMAGES, ALAMY





**Above left:** Brough Superior 'George V' RK 4907 was new in 1927. Around 3050 motorcycles were built by the Nottingham company from 1919-40

**Above:** Lawrence's adoption of robes furthered his reputation

**Left:** Taking a back seat in Transjordan, 1921. Lawrence was part of a meeting between Arab, Bedouin and British officials, where British high commissioner Sir Herbert Samuel proclaimed Amir Abdullah as the ruler of Transjordan

**Below:** Lawrence's love of speed also included water vessels. The Empire Day hydroplane, was designed by Lawrence and engineer Edward Spurr and is being lowered into Lake Windermere in 1938 for trials. It reached 73mph but was damaged by fire





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swayed dizzily, wagging its tail for 30 awful yards. Out came the clutch, the engine raced freely: Boa checked and straightened his head with a shake, as a Brough should. The bad ground was passed and on the new road our flight became birdlike... I dared, on a rise, to slow imperceptibly and glance sideways into the sky. There the Bif was 200 yards back."

Lawrence's second stint in the RAF was the next step in his hopes of transforming his life "from ink to oil", so he could live with everyday people, away from the glitz of upper-crust gatherings and the gaze of what we now call the paparazzi, who were always after him.

A fast-throbbing engine always gave him more pleasure than social chit-chat. "He was exulted by the sound in the early morning of the running up of a 260 horsepower Rolls-Royce engine at 1900 revs," wrote Andrew Simpson in *Another Life: Lawrence After Arabia*.

**D**URING THIS STINT IN THE RAF he helped maintain Bristol fighters. He deeply appreciated working as a mechanic, getting to the very heart of his love affair with the internal combustion engine.

"I am now a fitter," he wrote. "Very keen and tolerably skilled on engines. I live all of

every day with real people. The ancient self-examining TEL is dead."

On several occasions he tried to do without a motorcycle because he wanted to live in poverty, but he found it difficult to get through life without a ride. "Being without a Brough Superior is a narrow and sorrowful life," he wrote to Brough. And this to another friend, "I've tried now for a valiant six weeks to do without a motorbike... and I find that it was indeed the safety valve I'd thought. So I'm going to get a new one."

Lawrence spent much of his income on bikes. Whenever a book advance fee landed in his bank account, he would write a cheque. "Brough has brought out a new and most wonderful 'bike, which will do 112mph, so long as the tyres will stand it," he wrote in 1925. "I'm going to blow £200 of Cape's on that."

Four years later he was appointed assistant to the leader of the RAF's High-Speed Flight. This group prepared planes for the Schneider Trophy, the world's most prestigious international air race and the fastest, most glamorous race of the age.

Lawrence was as thrilled as anyone by the British team's 1929 Schneider victory. "You should see Boanerges when he really goes!" he wrote at the time. "Almost like a Schneider Cup machine."

## "I've tried for a valiant six weeks to do without a motorbike"



Lawrence's damaged motorcycle is unloaded at the hospital of Bovington Camp in Dorset in 1935, before an inquest into his death

Lawrence died in May 1935 aged 46. Two boys were riding bicycles on the wrong side of the road, Lawrence came over a brow, swerved to avoid them and crashed heavily, fracturing his skull. He wasn't wearing a helmet. He died six days later, without regaining consciousness.

His own death wouldn't have come as a surprise to him. He often joked with friends about the dangers of his obsession with speed. "The bike is a man-killer," he wrote to George Bernard Shaw. "I'm afraid to death of it." When another admirer took one look at his Brough Superior and said, "You will be breaking your bleeding neck on it," Lawrence laughed and replied, "Well, better than dying in bed."

And perhaps he even foresaw his own demise on a motorcycle. "In speed we hurl ourselves beyond the body," he wrote. "Our bodies cannot scale the heavens except in a fume of petrol."

Lawrence of Arabia was buried at nearby Moreton Cemetery. His funeral was attended by many of the most eminent Britons of the age. Churchill openly wept during the service.

Churchill summed up Lawrence's restless nature and his difficulties with coming to terms with normal life after his wartime experiences. "He was one of those beings whose pace of life was faster and more intense than what is normal. Just as an aeroplane only flies by its speed and pressure against the air, so he could only fly in a hurricane. He was out of harmony with the normal and when the storm-wind stopped, he could with difficulty find a reason for existence."

If Lawrence's death was a tragedy, some good did come out of it. While he lay unconscious in the military hospital at Bovington camp he was visited by the King's physician, Sir Farquhar Buzzard, and by Australian neurosurgeon Hugh Cairns, assistant surgeon to the London Hospital. Neither could do anything for Lawrence but Cairns was inspired to do something to prevent further motorcycling deaths.

In 1941 he published the first real research into head injuries in motorcyclists. By then the Second World War had already claimed 2279 motorcyclists, two-thirds of them as a result of head injuries. Many of these accidents happened during night-time blackouts, introduced during the Blitz.

Cairns' findings promoted the importance of the crash helmet and initiated compulsory helmets for all military personnel riding motorcycles. This regulation saved several thousand lives during the final years of the war. His research eventually led to the 1973 introduction of compulsory helmets for all road riders in the UK. ●





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# THE SHOWROOM

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Chassis 2612 is the prototype chassis of the BRM P261 and was used for extensive testing by Graham Hill



DEALER STAR CAR

## Green credentials

Formula 1 cars of the 1960s like this BRM P261, previously raced by Graham Hill, don't come around too often, says **Simon de Burton**

**I**F YOU CLOSE YOUR EYES AND TRY TO imagine a quintessential Formula 1 car from the 1960s, there's a good chance you'll picture something like this - the 1964 BRM P261 used by Graham Hill for pre-season testing and raced by him in that year's *Daily Mirror* Trophy at Snetterton.

Although he qualified second behind Jim Clark's Lotus 25, Hill's outing with the BRM in the actual, rain-soaked race came to an

ignominious end when the car aquaplaned, hit a banking and ground to a halt with chassis and monocoque damage that saw it returned to BRM's Lincolnshire headquarters where it was subsequently written off.

For the next decade or so the car served as wall decoration in Birmingham's Opposite Lock Club, a canal-side nightspot off the city's appropriately named Gas Street which was owned by racing enthusiast Martin Hone.

Hone subsequently sold the remains of chassis 2612 to BRM collector John McCartney who, deciding the car was entirely repairable, had it rebuilt from the ground up by former BRM mechanics Peter Bothamley and Pat Carvath using genuine works parts.

At that point its role as a former Hill car had largely been forgotten but, three owners later, German enthusiast Thomas Bscher confirmed the car's history through its rivet pattern after





It is fitted with a correct 1.5-litre P56 V8 engine and original P62 gearbox



making a forensic examination of photographs taken at Snetterton during the time of the crash more than 20 years earlier.

By then, interest in historic racing cars was picking up and, having passed through the hands of several further owners (including Force India F1 team owner Vijay Mallya) 2612 gradually returned to the spotlight through appearances in a growing number of historic events, notably at the Goodwood Festival of Speed and, while in the ownership of investment banker David Wenman, at the 2007 Revival where Barrie 'Whizzo' Williams took it to a win in the Glover Trophy.

Having been sold on twice more, the car has remained in the current ownership for almost a decade, during which time it has become a familiar sight at further Revival meetings as well as the Monaco Historique Grand Prix and at circuits ranging from Silverstone to Zandvoort.

Maintained by Hoole Racing near Huntingdon, 2612 runs a correct and jewel-like 1500cc BRM P56 V8 driving through a P62 gearbox and comes with an FIA Historic Technical Passport valid until 2026.

As the dealer rightly states, the chances to own a car that represents the epitome of '60s F1 racing are few and far between. Counterparts such as the Lotus 25 (three left) or the exotic Ferrari 1512 and Honda RA272 12-cylinder cars (three made of each) being the only, probably unobtainable, alternatives.

And best of all is the fact that this one is up, running and ready to go and will undoubtedly continue to be regarded as an honoured guest at historic events throughout the world.

#### 1964 BRM P261, EX-GRAHAM HILL

On sale with William I'Anson, Birdlip, Gloucestershire, £POA. 01285 831488, [williamianson.com](http://williamianson.com)



Graham Hill in the BRM at Snetterton the day before his crash in wet conditions

#### DEALER NEWS

## A whiff of vindaloo for your VW?

No stranger to a jape, south-coast Volkswagen dealer **PETER COOPER** announced on April 1 a new range of air fresheners – **TECHNICIAN** (serviced car fragrance), **NEW CAR** and **CURRY**. "We have been working tirelessly for three months to produce these scents," the social media campaign revealed.

As well as owning an impressive herd of hippos,

notorious drug lord **PABLO ESCOBAR** was an avid racer and car enthusiast. A **1974 PORSCHE 911 RSR** once owned by the bon vivant and also driven by Emerson Fittipaldi in competition is on sale with



Florida's **ATLANTIS MOTOR GROUP** for £1.6m.

With space for 30 cars, **HR OWEN BENTLEY SURREY**'s new 2800sqm showroom, left, in Ripley is now welcoming visitors. "We want the local community of automotive enthusiasts and families to enjoy it, not just Bentley customers," said John Stone, Bentley brand director at HR Owen.

A pair of 1956 sports cars – a **JAGUAR D-TYPE** and a **COOPER T39 BOBTAIL** – that took part in the 1960 Longford Grand Prix in Tasmania have been reunited in the Cotswolds showroom of **THE CLASSIC MOTOR HUB**. "It's a great story having them together after such a long time," said Ben Stinson, marketing and social media co-ordinator. The Cooper has already

sold but the the D-type is still available, £POA.

Man United's **ROY KEANE** and Liverpool's **STEVEN GERRARD** were football enemies. Now cars once owned by the pair are tussling at **AUTO TRADER**. Keane's **1998 DB7**, bought to celebrate his side's 1999 treble, is £24,950; Gerrard's '13 **OVERFINCH VOGUE SE** is £42,995. Back of the net! **Lee Gale**





1972 ALFA ROMEO GTA M  
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2003 FERRARI 575 MARANELLO F1  
£84,950



2010 LAMBORGHINI GALLARDO  
LP550-2 BALBONI EDITION  
£129,950



2015 FERRARI 458 SPECIALE APERTA  
- UK RHD  
£475,000



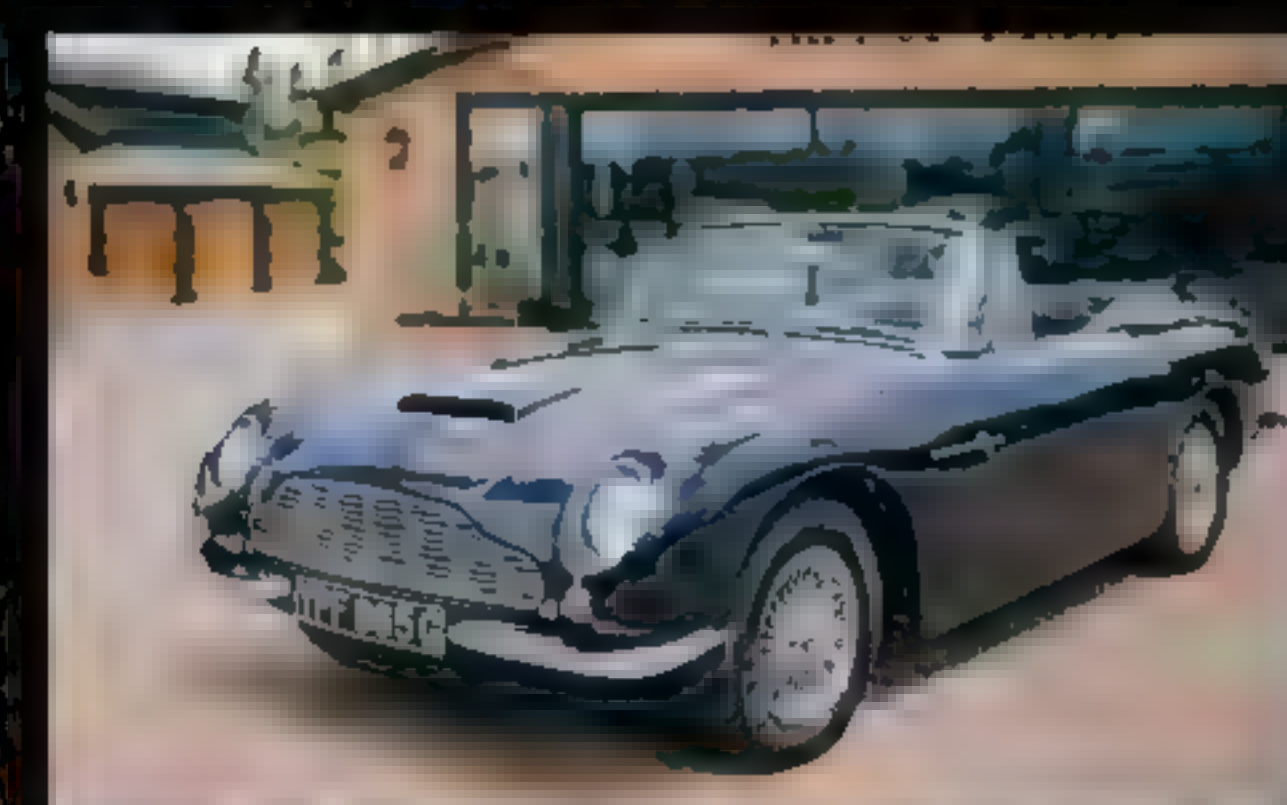
2003 FERRARI 575 MARANELLO F1  
£74,950



2009 FERRARI CALIFORNIA 4.3 F1  
£67,950



2018 FERRARI 488 SPIDER  
£184,500



1968 ASTON MARTIN DB6 VOLANTE  
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**1980 Porsche 935 L1 "Baby"**

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Everything about this WRC car is September 3, 2004 – the start date of Rally Japan



AUTOMOTIVE

## Written in the stars

Petter Solberg's Impreza S10 has been restored to its 2004 Rally Japan condition. **Simon de Burton** powers through the details

**F**OUR-WHEELED RALLY CARS FROM THE early 21st century don't come much more covetable than this Subaru Impreza S10, because it's the actual car in which Petter Solberg won the 2004 Rally Japan, having dominated the event from start to finish with 11 stage wins.

It was the eighth chassis to be built by Prodrive for the '04 season. Its first outing with Solberg was at June's Rally Turkey where it took third. After victory in Japan, the car went back to Prodrive for a full rebuild in advance of November's Rally Australia – from which Solberg was forced to retire.

The S10 was subsequently driven by Colin McRae in the Bettega Memorial Rallysprint, and again rebuilt by Prodrive before being sold at the end of 2004 to a private team.

Two years ago, a prospective purchaser commissioned Prodrive Legends to check the car over, after which a deal was done and the owner had the firm return the old warrior to the condition it was in at the 2004 Rally Japan.

Remarkably, Prodrive had retained all of the car's original documentation, including its build sheet for the rally. That meant everything, from Solberg's preferred suspension settings

to his seat position, could be replicated. The obsessive attention in the rebuild also included saving as many original body panels as possible (including the stone-damaged underfloor and wheel arches) with newly fabricated components being used only when essential.

The car was even painted by the same 2004 specialists, with the satin-finished interior again being left unlacquered as a weight-saving measure. The driver's door pocket and water-bottle holder were returned to Solberg's favoured locations, while other interior touches included the fitting of period harnesses and tyres, along with a roof-mounted FIA WRC camera housing. To finish the job, the exact Rally Japan livery was recreated and stuck on by the same person who applied the original.

The car is being sold complete with its FIA Gold Book, its UK registration document, a spare parts package and, importantly, one of the lucky charms that were dished out to each member of the Subaru team prior to the car's famous victory. Is that original enough for you?

### 2004 SUBARU IMPREZA S10

Silverstone Auctions, May 22. Estimate: £450,000-£500,000. [silverstoneauctions.com](http://silverstoneauctions.com)

### FORTHCOMING SALE HIGHLIGHTS

#### HISTORICS, ASCOT, MAY 15

A good hunting ground for those in search of the unusual. Offerings include a Lotus 340R, a 1966 Crayford Cortina Convertible, a very original Volvo-engined Marcos GT and a 1959 GMC flatbed truck that's crying out for a new life as a race transporter.

#### BONHAMS, LONDON, MAY 19

This high-end sale will focus mainly on road cars with a sprinkling of competition machinery, among which you'll find a 2012 Superformance Ford GT40 in Gulf colours and a beautifully presented 1964 Jaguar E-type semi-lightweight competition roadster in Briggs Cunningham livery.

#### BARRETT-JACKSON, LAS VEGAS, JUNE 17-19

Barrett-Jackson has long been famed for 'going large' with its auctions that regularly run to more than 1000 lots – so prepare to be awed when it sets up in the Las Vegas Convention Center. Coronavirus forced the cancellation of last year's edition, but the firm promises the new venue will deliver "the full Barrett-Jackson experience". Yikes...

#### RM SOTHEBY'S, MILAN, JUNE 15

This sale is a new fixture for RM Sotheby's. It will feature a tightly curated selection of no more than 30 top-quality cars, including the original 1980 prototype of the legendary Lancia 037 rally car. Commissioned through Dallara and built and developed by Abarth, it could fetch up to £800,000.





# Who said the '70s were naff?

**Simon de Burton** on a Datsun scorcher, a Norton screamer and an Army steal

## 1971 DATSUN 240Z SUPER SAMURAI

**SOLD BY SILVERSTONE AUCTIONS, £46,688**

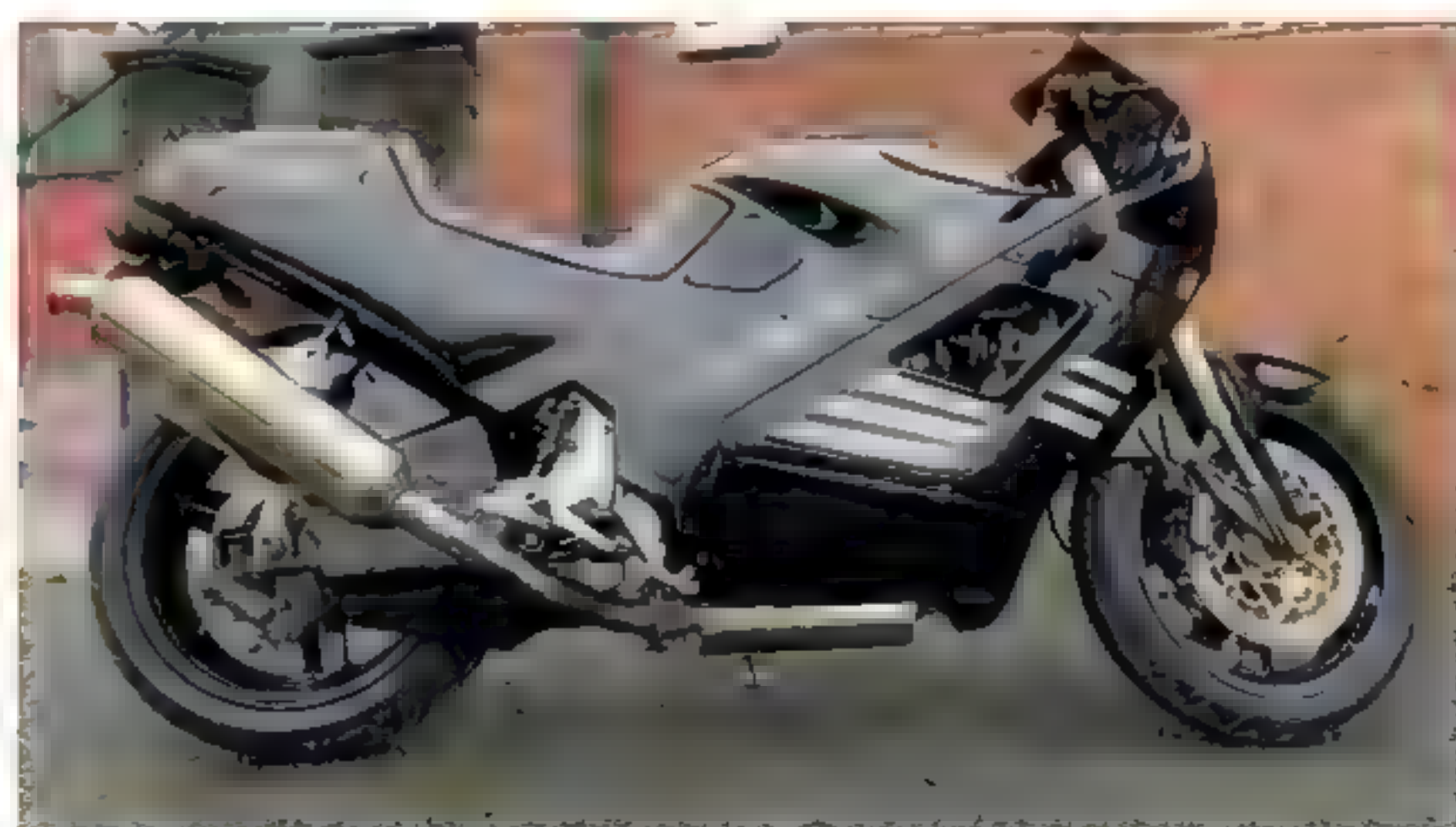
The last time this example of Datsun tuner Spike Anderson's work appeared at auction it realised £16,100. That was 14 years ago, since when it has passed through various owners but has still covered a mere 5,821 miles. One of the original 240Z Samuris, it was tuned for Modsports racer Eddie Stephens, who bought it as a stock car from its original owner. It was upgraded to 'Super' specification after being acquired in a sorry state by Z-car authority James Morris in the late 1990s. The vendor had owned the car for five years, during which time it had been fully fettled and restored.



## 1964 LAND ROVER TROOP CARRIER

**SOLD BY BONHAMS, £3,600**

This ex-Royal Artillery troop carrier must be the auction bargain of the year. It was sold by the owner of an off-road monster truck business who used it to ferry spectators around his site.



## 1966 NORTON F1

**SOLD BY H&H, £34,500**

Not only was this rotary-engine road bike in excellent condition, it came complete with the ultimate reg mark for the model, or indeed any fan of the Lotus GP era of the '70s and '80s... F1 JPS.



## 1996 LOTUS ELISE

**SOLD BY H&H, £28,125**

It was a brave bidder who secured this unfinished project, owned by former BMC works rally navigator, the late Terry Harrison. It included a period-correct Coventry Climax engine.

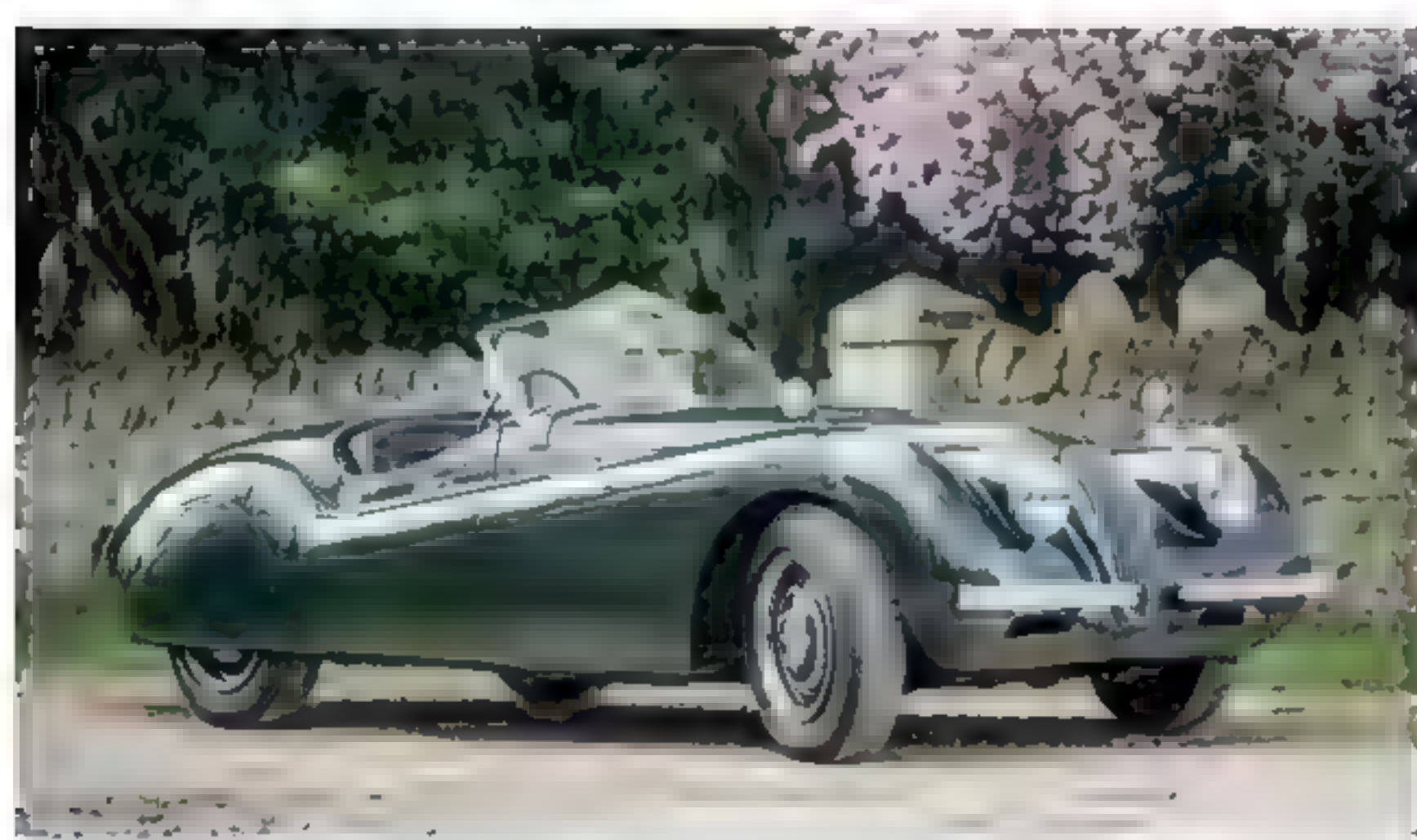




**WILLIAMS F1 'RED 5' DISPLAY CAR**  
**SOLD BY SILVERSTONE AUCTIONS, £174,375**  
 Since Nigel Mansell's title-winning FW14B sold at auction two years ago for £2.7m, this display version of his 1991 FW14 is reasonably priced. One of three, it is thought to be the only survivor.



**2017 MORGAN ARV6**  
**SOLD BY SILVERSTONE AUCTIONS, £51,750**  
 One of six ARV6 race cars built, this example won 10 of 11 Morgan Challenge Championship 2017 events. With 320bhp to propel just 850kg it offers thrilling performance – and is street legal.

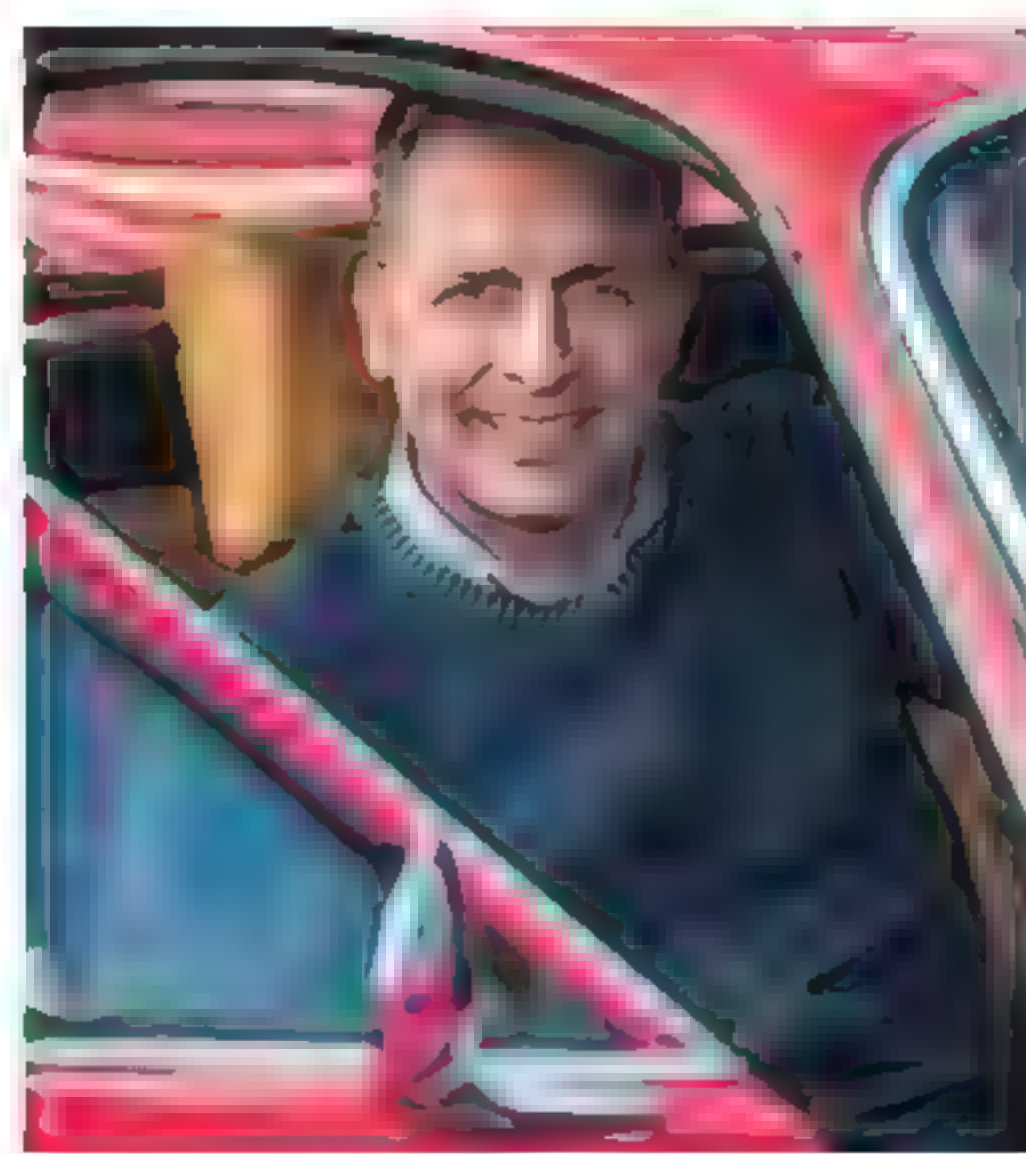


**1954 JAGUAR XK120 ROADSTER**  
**SOLD BY THE MARKET, £67,000**  
 This looks a good buy at £3,000 less than its low pre-sale estimate. Exported to the US, it returned to the UK in 2016 and underwent a restoration that included a left-to-right-drive conversion.



**1972 DATSUN 1600SSS**  
**SOLD BY BONHAMS, £11,250**  
 Fans of Datsuns will know that SSS stands for twin carburettors and a souped-up engine. This example of the Japanese super saloon is fully prepared to 1970 FIA rally specification.

SILVERSTONE AUCTIONS, H&H, THE MARKET, BONHAMS



## THE INSIDE LINE

### "Lockdowns and the furlough scheme have ensured itchy fingers"

**S**PRING HAS SPRUNG AND YOU can't buy a classic car for love nor money. At least not in the traditional manner, for a cursory glance at the private classified ads reveals there's not a lot out there. A percentage of that is no doubt down to vendors not wanting others in the vicinity of their homes – it certainly accounts for a large uptick in the annual volume of cars that we deal with.

There's more to it than that though, for it's evident that we're in (yet another) strong market. The enforcement of lockdowns and their resultant ennui, as well as the effects of the furlough scheme, have ensured two things: people aren't able to spend money on the usual suspects (holidays, socialising, leisure, entertaining, etc); and itchy fingers.

The former means that, although some are struggling financially, there's money to burn out there. It's the same reason why garden furniture is currently akin to gold dust. When combined with the latter, as well as demand outstripping supply, the result is a scarcity of offerings.

Psychology also plays its part; why hold back when the maelstrom of uncertainty hangs over us? If you've always fancied an Austin-Healey 100, then go for it; should Franco-US exotica be your thing, then you deserve that Facel Vega 2; the list goes on...

And yet, the prime market drivers aren't of the above ilk, for it's the modern classics that have taken up the baton and are accelerating at breakneck speed.

In recent months The Market has set two world record auction prices for a Volkswagen Corrado VR6; achieving a lofty £22,750 for a 1995 one-owner Storm in February, only for that to be beaten by the £27,250 paid the very next month by the lucky new owner of a concours quality example.

If you'd utilised your inner Nostradamus and called that a year ago, when the world appeared to be imploding, you'd have been

at risk of being locked up in a padded room by the auction police. And that's the beauty of hindsight – none of us saw this coming.

Yes, our European record price for an E39 BMW M5 (£32,600) in April makes sense (it's always been a capable and desirable weapon), as does our £60k for a Lancia Delta Integrale, and the prices over £80k achieved by CCA and others for Audi Quattro 20Vs.

However, it's not just the iconic stuff that's moving on up. The Porsche 996 – surely the performance bargain of the last 10 years – is now shifting, and we're not talking just manual coupés, for even Cabriolet Tiptronic prices are hardening. The last six months has also been good news for R107 and R129 Mercedes-Benz SLs.

What does that mean for the older stuff? While E-type prices have gently dropped off from their 50th anniversary peak, we think the current general strength means they've now flatlined and don't appear to be on that downward trend any longer; and now

that summer is almost here, and lockdown is no more, there's still healthy demand for the like of Triumph TRs, MGBs and Alfa Spiders.

Be in no doubt though, there are new movers and shakers in town. At the risk of unleashing a Gordian Knot of a discussion, and with it a multitude of arguments (cycle

vs integrated wings, vintage vs classic vs modern classic, electronic control or carburettors, electric cars, ad infinitum) it's worth stating that one person's object of desire is another's object of derision.

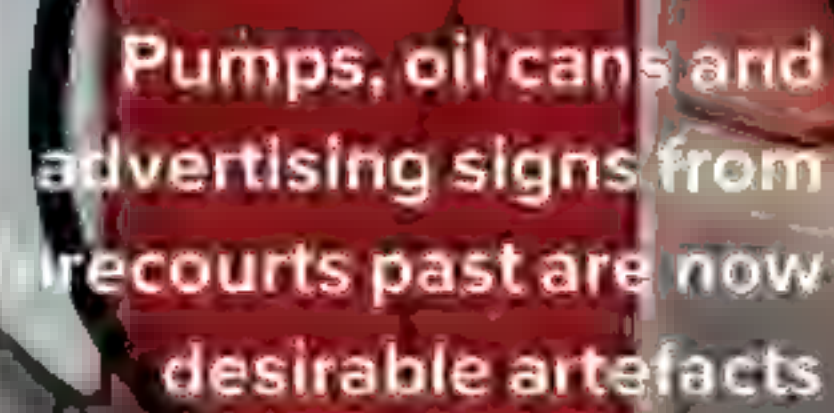
For the moment it's the modern '90s and '00s cars taking centre stage, which proves one simple truth, that all cars eventually become classic – at least in somebody's eyes.

It's what makes the 'old car' game so exciting. I'll hold on and enjoy the ride.

Tristan Judge is director and co-founder of The Market, the online auction platform for classic and collectible cars

**"For the moment it's the modern '90s and '00s cars taking centre stage"**





The days of putting a tiger in your tank might have gone, but as **Gordon Cruickshank** discovers, vintage pumps are big business

“We do a lot of work supplying props to TV and film companies,” Rob tells me. “We worked with Disney on *Dumbo* - they had about 40 set-dressing items from us. We had just restored the pump they chose, but they took it to their art department and distressed it. When it came back we liked the look so much we kept it like that. And we supplied many props for

“We did a Williams-liveried pump for Nigel Mansell and then a Ferrari pump for his Devon race track, too. Then we donated one to Jackie

So after talking with Rob, my advice is, if you run a petrol station and you're about to convert to electric charging points, don't scrap those pumps - their time will come.

**"We do a lot of work supplying props to TV and film companies"**







#### FERRARI PITBOARD

One of those once-vital pieces of pit equipment which has diminished in importance with the arrival of excellent radio links, this came with the fantasy pairing of 'Vettel' and 'Schum' in place. Even this is made in carbon fibre – we don't want to tire out the pitcrew. It's a perfect display piece for a *tifosi* garage, or it could – sacrilege! – still be used for its original job. Sold for above estimate at £5080.

SOLD Artcurial



#### FINA GLASS PUMP GLOBE

Those illuminated glass globes which once topped petrol pumps are fragile, and not too many survive. As pumps have become a popular accessory for a private garage, reproductions have appeared but for the serious collector only the original will do. This rare example, promoting a now defunct fuel brand, has managed to make it, boasting a degree of fading to prove its age. £895 – and no doubt Automobilia-UK can find a matching pump.

ON SALE Automobilia-UK



#### KLG WALL CLOCK

Decorative items which also perform a function have extra desirability in the automobilia arena, so a clock with a racing connection is a nice pairing. Not everyone will remember KLG spark plugs – Too Good to Miss – but these time-telling adverts were a common fitting in petrol station kiosks in years past. Dating from the 1940s or '50s, this has a metal face with great patina (nice and grubby) and a working mains-powered clock movement. £395

ON SALE Automobilia-UK



#### F1 FERRARI MONOCOQUE

Enzo might have struggled to accept that when you remove the engine and front suspension from a modern F1 car this little bathtub is all that's left. It may look like a flimsy plastic moulding but this is in fact the carbon-fibre tub from Gerhard Berger's 1995 412T2, which carried him to several podium positions. You can't race it any more, but it's the perfect seat for your sim. It was bought for £20,900. A matching engine went for £146,700.

SOLD Artcurial

## THE EXPERT VIEW



### A word about words

I'VE BOUGHT AND SOLD BOOKS FOR years and I never get tired of the thrill of the chase for that rare or special edition. The thought of walking into a second-hand bookshop and finding a gem for a bargain price is something that's unique to this area of collectibles, and it keeps books forever interesting.

There are many aspects to building a motoring library. Many start with biographies or marque reference works – and books are also a great way to collect autographs. Then there are rare finds: Jim Clark co-edited *The Ford Book of Competition Motoring* and he signed copies as corporate gifts. Finding one is a joy. Mike Hawthorn signed copies of *Challenge Me The Race* from 1958, and they are hugely collectible.

My favourites are photographers' books such as Jesse Alexander, Dave Friedman or Louis Klemantaski – the story behind the photo is often as good as the story the photo is telling.

Where the books have come from can be a factor. A few years ago I was chatting to Stirling Moss, and he mentioned he had some books that were gathering dust. He took me to the top floor of his Mayfair townhouse where there was a library crammed with unread books ("Never found the time, old chap")!

I helped Stirling sort through them, and he had some incredible rare editions; personally dedicated gifts from Enzo Ferrari, and many books he had supplied a foreword for or been featured in. Plus he had boxes of his own books from the publishers. He'd just stored them in the loft where they'd remained for 50 years.

We sold many and created a special bookplate to record that they were from the library of Stirling Moss, and he signed a few. I bought a few myself. Like I said, the thrill of the chase never leaves you.

Andrew Francis is director at The Signature Store. [thesignaturestore.co.uk](http://thesignaturestore.co.uk)



#### MY PRIZED POSSESSION

## HENRY SURTEES 'H' TROPHY

#### ALEXANDER SIMS, FORMULA E AND IMSA STAR

"The 2011 Henry Surtees 'H' trophy is my most treasured possession. I was Henry's team-mate in the 2008 Formula Renault season and, after his sad passing the following year, there was an annual karting challenge to raise funds for the Henry Surtees Foundation. It was always an emotional event for me. One year I was running fourth in the final, and then people hit trouble in front of me and I ended up winning. It meant more to me than any other race success I've had. Receiving the trophy from John Surtees was incredibly special. I get a warm feeling when I see the trophy; what it represents is hugely sentimental."







THE SHOWROOM

# *Motor Sport collection*



## Editor's choice

# A case in point...

From art and memorabilia to scale models, open up a treasure trove of collectibles at [motorsportmagazine.com/shop](http://motorsportmagazine.com/shop)

## TAXI FOR SENNA, ULTIMATE EDITION

Formula 1 can be a tough old game. A sport that can, quite literally, chew you up and spit you out whenever it takes the fancy. However, amid the hotbed of rivalries and competition come some truly incredible sporting moments. And Ayrton Senna hitching a lift on the airbox of Nigel Mansell's Williams-Renault after the 1991 British Grand Prix is up there with the best of them.

Having pipped the Brazilian to pole, the pair produced a thrilling duel until Senna's McLaren ran out of fuel on the last lap, leaving him

to be classified fourth. Instead of leaving Senna to trudge back to the pits, Mansell pulled over to pick up his rival in a gesture that sent the attending marshals and health and safety officials into a right state.

Regardless, it represents one of the great F1 moments, and has been captured in this 1:12-scale chromed statue. Being the Ultimate Edition, it comes housed in a fitted flight case, complete with a collectors' pin badge and keyring made from race-used Williams bodywork, and is signed on the base by Mansell himself. £499.95





#### VINTAGE CASTROL UMBRELLA

Good news! With the new motor racing season comes the return of spectators – with the summer set to welcome fans back to grandstands and banking around the country. Even though it's a time of suntan lotion, you wouldn't want to be without shelter when the showers arrive. This retro-styled Castrol umbrella is ideal for events like the Goodwood Revival. £40



#### WOLF ROADSTER WATCH WINDER

Any self-respecting horophile needs one of these, especially if they're into classic cars. Keeping any collection of automatic timepieces in tip-top condition is a challenge, but you need not worry about power reserve juggling again with a watch winder. Inspired by the workmanship of classic Aston Martins, Bentleys and Jaguars, this four-watch winder has wood and chrome detailing, and each winder can be adjusted to apply 300-1200 turns per day and in multiple directions. £1595

#### STEVE MCQUEEN ON ANY SUNDAY HELMET

This is a splendid addition to any helmet collection. Officially reproduced by Bell, it is a full-scale replica of the lid worn by Steve McQueen on the 1971 documentary film *On Any Sunday*, where he can be seen riding his Husqvarna CR400. The helmet is supplied in a display case, but could technically be worn, should you wish to attempt to recreate your favourite scene. £995



#### STEVE THEODOROU ART PRINTS

There's a story behind these superb prints. Steve Theodorou only began to dabble in motor sport photography in the 1970s and '80s. Despite his efforts, none of his images were published in period, but he revisited his archive in 2009 and re-purposed them as limited-edition prints. Each is numbered and signed. From £95



#### HEEL TREAD SOCKS

In need of some new tootsie warmers and the dull old high street offerings just not hitting the right level of jazzy? Look no further than Heel Tread's racing livery-inspired socks. Whether you favour the Pink Pig Porsche 917, the blue and orange of Gulf Oil or the green and yellow of Lotus, these have you covered. Well, your feet, anyway... From £10

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With hundreds of special and unique racing-themed products, and many new items regularly added, the *Motor Sport* shop is aimed at both serious and casual collectors with a number of price points to suit your budget. Visit [motorsportmagazine.com/shop](https://motorsportmagazine.com/shop)





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#### McLAREN M8

- **Price new** N/A
- **Price now** £400,000-£600,000
- **Engine** 7-litre alloy Chevrolet V8, (8-litre M8F)
- **Rivals** Lola T70, Ferrari 612P, Chaparral 2G
- **Verdict** A huge success that kick-started an entire customer car industry

## Orange blossom

Four Can-Am titles makes the McLaren M8 one of the most dominant sports cars of its generation, says **Robert Ladbrook**

**C**AN-AM ENJOYED MANY COLOURFUL descriptions. Terms like 'brutal' and 'fire-breathing' were thrown around, but the one you may not remember was 'The Bruce and Denny Show'. It didn't have the dramatic ring, but it was apt, as the combination of Bruce McLaren and Denny Hulme conspired to hoist the New Zealand flag over America's premier sports car series four times in succession, largely due to the McLaren M8.

During its formative days, Bruce McLaren Motor Racing inhabited a makeshift workshop on the premises of an earth-moving company in New Malden. There McLaren ran Tasman and Formula 2 Coopers before the decision was taken to chase success, and the prize money that went with it, in Can-Am. New premises were sought in Feltham and the first true McLaren, the M1, was born. While there were a smattering

of podium finishes for McLaren himself and Chris Amon, Lola took a hold on Can-Am with John Surtees' and Mark Donohue's T70s pipping McLaren to the 1966 top spots.

Needing a step forward, McLaren gathered a design team boasting Robin Herd and Tyler Alexander to create a machine for 1967. The result was the Chevrolet-powered M6, featuring the first monocoque chassis constructed by McLaren, more aerodynamic bodywork and fuel injection for its V8 heart. The result was astounding, with McLaren and Hulme winning every round except one and McLaren had its Can-Am title.

McLaren faced a fight to stay ahead against the Lolas and Chaparrals, but the virtually unlimited regulations of the time encouraged a development war, and McLaren took to them better than any other with the creation of the M8.

Utilising the M6's chassis, McLaren switched from a 5.9

block to an aluminium 7-litre Chevy V8. The car's fibreglass body was widened, and its shape smoothed into the more wedge-like design. McLaren won four of the six rounds in their M8As, with Hulme wrapping up his first title.

For 1969 the M8B spawned an enormous wing above the chassis. McLaren and Hulme won every race between them. The following year the elevated wings were banned, so the M8D ran with a sleeker arrangement, earning the nickname 'Batmobile'. They won eight of 10 races in 1970 to seal a fourth straight McLaren title and a second for Hulme.

To complement the success, McLaren contracted Ron Tauranac and Trojan Racing to begin creating customer versions of the M8. These were close to the spec of the works cars, but were sold sans engine.

The M8F upgraded power further with an 8-litre engine and Peter Revson sealed McLaren its final title. However, the 917/10 would end McLaren's winning streak in 1972 before the arrival of the 917/30 Can-Am monster in 1973. The fact it took all the might of Stuttgart to halt McLaren's run says much about the M8. **●**



#### ONE FOR SALE

One of only 12 M8Fs built, this was raced by Teddy Pilette for VDS in the InterSerie in 1972-73. £425,000, girardo.com



NOW AVAILABLE



### 1982 Williams FW08 - *Cosworth DFV*

Driven to two podium finishes by Keke Rosberg en route to his 1982 world championship title. Beautifully prepared and perfect for Masters Historic Formula One, in which it could surely be a title contender being among the last of the ground-effect cars.

£POA



### 2013 Lola-Mazda B12/60 - *LMP1*

Five podium finishes in the American Le Mans Series with a driver roster led by Le Mans winner, Guy Smith. Highly competitive in Masters Endurance Legends with five outright wins thus far. Also suitable for Sebring and Daytona classics.

£POA



### March 761 - *Cosworth DFV*

A regular class winner in Masters Historic Formula One and particularly accommodating for taller drivers.

£250,000



### 1981 Rover 3500 SD1 *Group 2*

2019 HTCC title winner with significant period history. Beautifully prepared and race ready.

£POA



### 1964 Crosslé 5S

Powered by a 4.6 litre Buick V8, this 380bhp sports racer is a Goodwood regular with a Members' Meeting win and Revival meeting podium to its name

£145,000

PHOTOGRAPHY TIM SCOTT

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A face only a mother could love, although a hefty price tag can bring out maternal instincts



**MORGAN AERO 8**

- **Price new** £55,000
- **Price now** £60,000-£130,000
- **Engine** 4.4-litre BMW V8
- **Rivals** Porsche 911 GT2, Lamborghini Murciélago, TVR Tuscan
- **Verdict** Like it or loathe it, it was a significant Morgan milestone that launched the firm into its next century

## Temporal realignment

**Robert Ladbrook** takes a look at the Aero 8, the cross-eyed curio that proved Morgan was more than a company stuck in the past

**M**ENTION MORGAN CARS TO YOUR mates and I guarantee that you'll be met with that most predictable of retorts: "Aren't they all made of wood? Watch out for termites..." No matter how stylishly retro or affordable Morgans were, approaching the 21st century its manufacturing technique had come to define the brand as stuck in the past.

Morgan used to hold its own on road and track. At Le Mans in 1962 a factory-run Plus 4 Super Sports driven by Chris Lawrence and Richard Shepherd-Barron topped the 2-litre GT class, and that success could have come a year earlier if the ACO had not rejected the car for "looking too old-fashioned". Morgans divided opinion even then.

In the mid-1990s, and approaching its centenary year, company head Charles Morgan decided it was time to prove that his family business could indeed cut it in the modern age and

began work on the company's first all-new design since 1964's Plus Four Plus.

Morgan started with a new monocoque chassis, made entirely from aluminium, as opposed to the traditional steel chassis and wooden tub that had been the firm's mainstay.

To test the new platform, a chassis was clothed with Plus 8 bodywork and entered in the GT2 class of the 1995 Global BPR sports car series. While the car stood little chance against Porsches, the two-year programme proved the capabilities of the chassis, and the fragility of the ageing Rover V8 engine.

Keen to make the most of the design, Morgan set about transforming it into what would become the company's first supercar - the Aero 8, which was revealed in 2000.

The chassis featured bonded aluminium elements, with ash wood sandwiched between the solid frame and the lightweight bodywork as a nod to Morgan's history, but also a

raft of clever innovations, like all-independent suspension with inboard shock absorbers and double wishbones all round.

Morgan also sought a partnership with BMW, which provided a 4.4-litre V8 engine. Then came the bodywork. The sweeping curves were a huge departure from traditional Morgan styling. While it did retain those familiar 1930s-style sweeps and family grille, the overall aesthetic took a bit of getting used to. Things weren't helped by the cross-eyed lamps from a Volkswagen Beetle, swapped to suit the shape.

Early Aero 8s could hit 62mph in just 4.8sec and go on to nudge 160mph, proving the model's sporting capabilities. Morgan also prepared one for racing, returning to Le Mans in 2002 on the 40th anniversary of the factory's class win. The car failed to finish after rattling its axle to pieces and enduring engine issues.

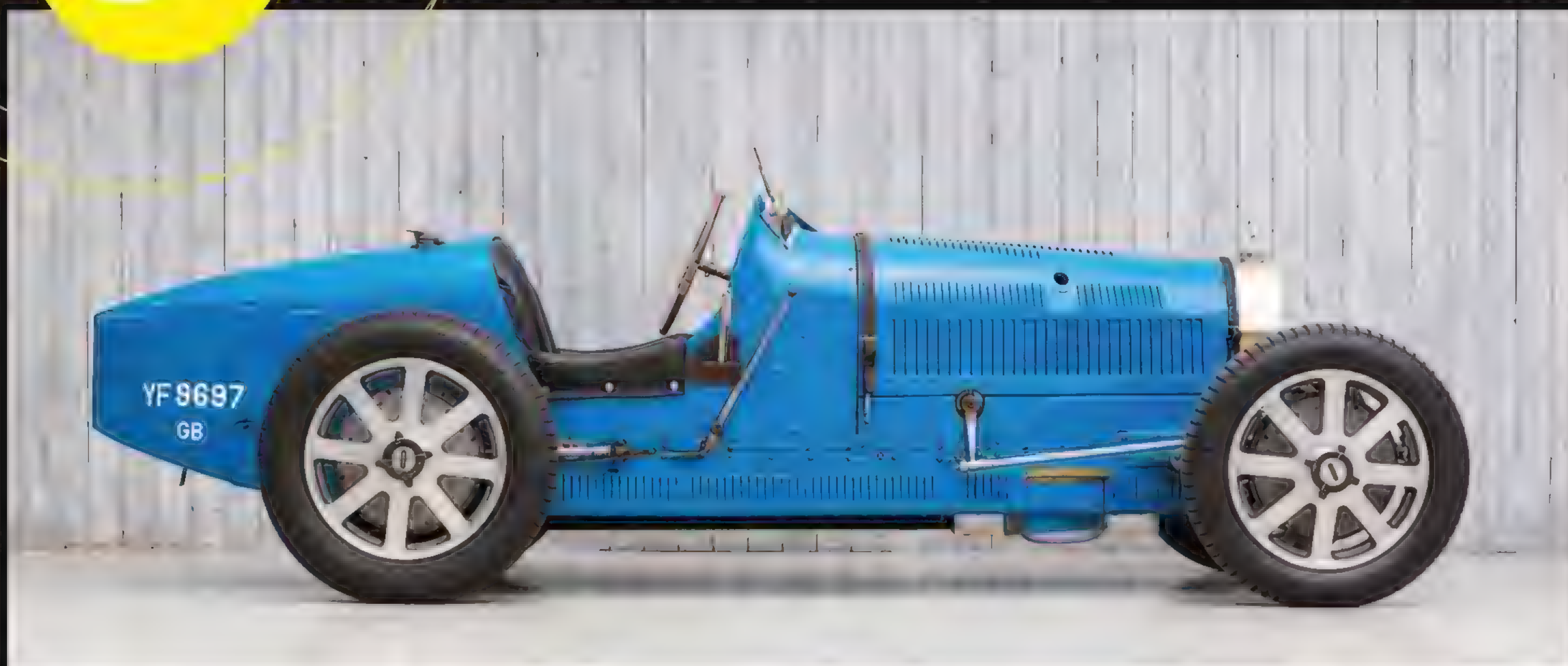
Regardless, the Plus 8 set a new tone for the company. Four main iterations were made, as well as some stunning special editions, such as the AeroMax - designed by student Matt Humphries, earning him a job at Morgan on graduation - and the beautiful Aero Supersports, with its targa roof and boat-style tail.



**ONE FOR SALE**

One of just 180 special editions, this is the most beautiful of the lot. £POA, [hexagonclassics.com](http://hexagonclassics.com)





**THE EX – REDMOND GALLAGHER, U.S.R.  
1926 BUGATTI TYPE 35A UPGRADED TO 35B**

This stunning example started life as a Type 35A, sold into Ireland in 1930. With a continuous history, it was fitted with a Ford V8 engine in 1936 and was raced, with notable success, both before and after the war, as a single seater known as the U.S.R. Upgraded to a Type 35B by Ivan Dutton in the 1990s after a three decade hibernation. Adding to its already original chassis, front and rear axles and other components; an engine built out of original parts and an original gearbox. Now in the ownership of a well-known Bugatti family, it continues to be used in anger to this day.



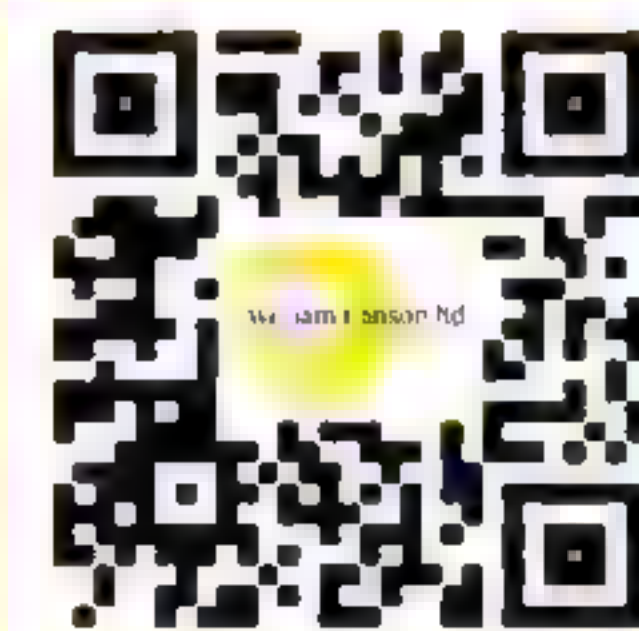
**THE EX – PORSCHE MOTORSPORT ASIA, CHAMPIONSHIP WINNING  
1993 PORSCHE 993 CUP 3.8 RSR**

Not to be confused with the 993 Cup cars, this is one of only 45 993 Cup 3.8 RSR ever built. Supplied new with the desirable 100-litre endurance fuel tank and the rare cockpit operational ABS disarm option, still on its original shell and with a clear and clean history; this is a very rare car indeed. Sold new to Porsche Motorsport Asia in Hong Kong, this car took outright victory at Macau in 1997 and 1998, along with victory in the 1998 Porsche Club Hong Kong Championship. Raced in Australia by former manager of Porsche Motorsport Asia, Don Tryhorn. Participant in Endurance Racing Legends with the last owner Paul Howells, the 993 RS Registrar with Porsche Club GB. An eminently useable example of the hallowed RSR.

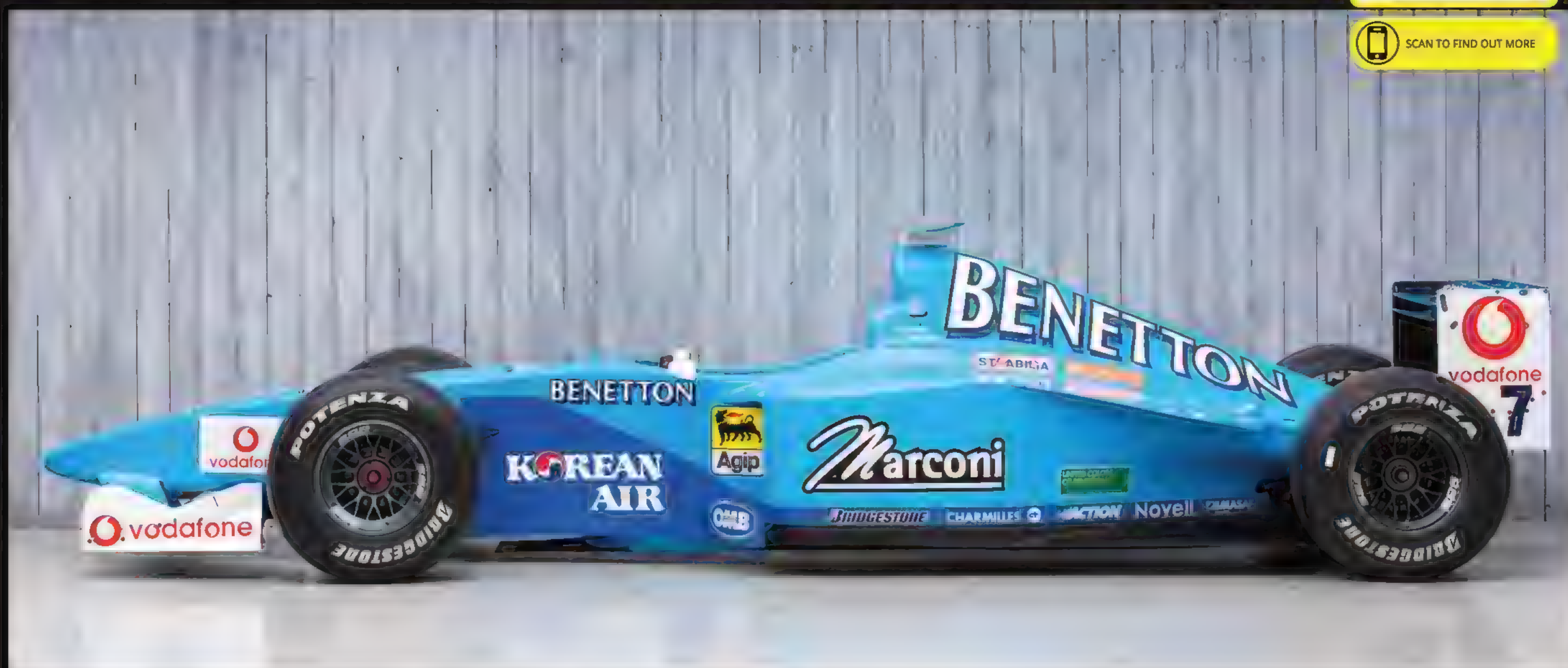


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## THE EX – GIANCARLO FISICHELLA 2000 BENETTON B200 FORMULA 1

The last of only six B200 chassis built by Benetton for the 2000 Formula 1 season, and the only example in running condition. Raced by Giancarlo Fisichella in the 2000 season, which saw Benetton take 4th in the Formula 1 Constructors' World Championship. Likely to have been one of the test cars for 2000 and pre-season 2001, during which time Alonso, Button and Webber all drove for Benetton. To be sold with shakedown miles only following full rebuild by Mansell Motorsport, with its new Judd 750bhp V10 giving a forecast inter-service life of 3000km. Eligible for the BOSS GP series along with Masters Historic Racing's demonstrations, as interest in late era Formula 1 cars continues to gather pace.



## THE EX – MARTY HINZE, WHITTINGTON BROS, PRESTON HENN, 3RD OVERALL AT THE SEBRING 12 HOURS 1979 PORSCHE 935 AIR M16 / K3

A five-time veteran of the Sebring 12 Hours, taking 3rd overall there in 1981 and an impressive 5th overall at the Watkins Glen 6 Hours World Championship round in the same season. Raced extensively in IMSA by then owner Marty Hinze sharing on a number of occasions by all three Whittington Brothers, Preston Henn of T-Bird Swap Shop fame and MOMO founder Gianpiero Moretti. Winner of the HSR ThunderSports series in the early 2000s, and restored back to the T-Bird Swap Shop livery with engine rebuild by Dick Evelrude in the current ownership. With limited running time since restoration, this offers a wonderfully exciting and usable entry for Peter Auto's CER2, Le Mans Classic, the Daytona Classic 24 Hours and Sebring Historics.



/williamiansonltd



/williamiansonltd



# DUNCAN HAMILTON *ROFGO*



## 1986 JAGUAR XJR-9LM

Chassis TWR-J12C-186 was built for the 1986 World Sports Car Championship and Le Mans 24hr, thus becoming the first pure Silk Cut works car. Taking on the whole season in '86, and despite great pace, the season highlights for #186 were a podium at Norisring and overall victory in the Nürburgring Supersprint, ahead of the works Porsche of Hans Stuck. 1987 was the year that the Silk Cut Jaguars really came on song, winning the first four races of the season before a confident attack on Le Mans. Still they were beaten by the works Porsches, with #186 a DNF. Consolation for the team being domination of the World Championship. For 1988, victory at Le Mans was the only option. Five of the howling V12 monsters were sent to La Sarthe, and finally victory was theirs with Lammers, Dumfries and Wallace in the '2' car. Chassis #186, carrying race number 22, would come home fourth, eternally captured in the hugely iconic image of three Silk Cut Jaguars crossing the line for victory. Today #186 is beautifully restored and remains the most original V12 TWR Jaguar in private hands. Very few cars in history have competed at Le Mans three times, even fewer iconic works cars such as this.

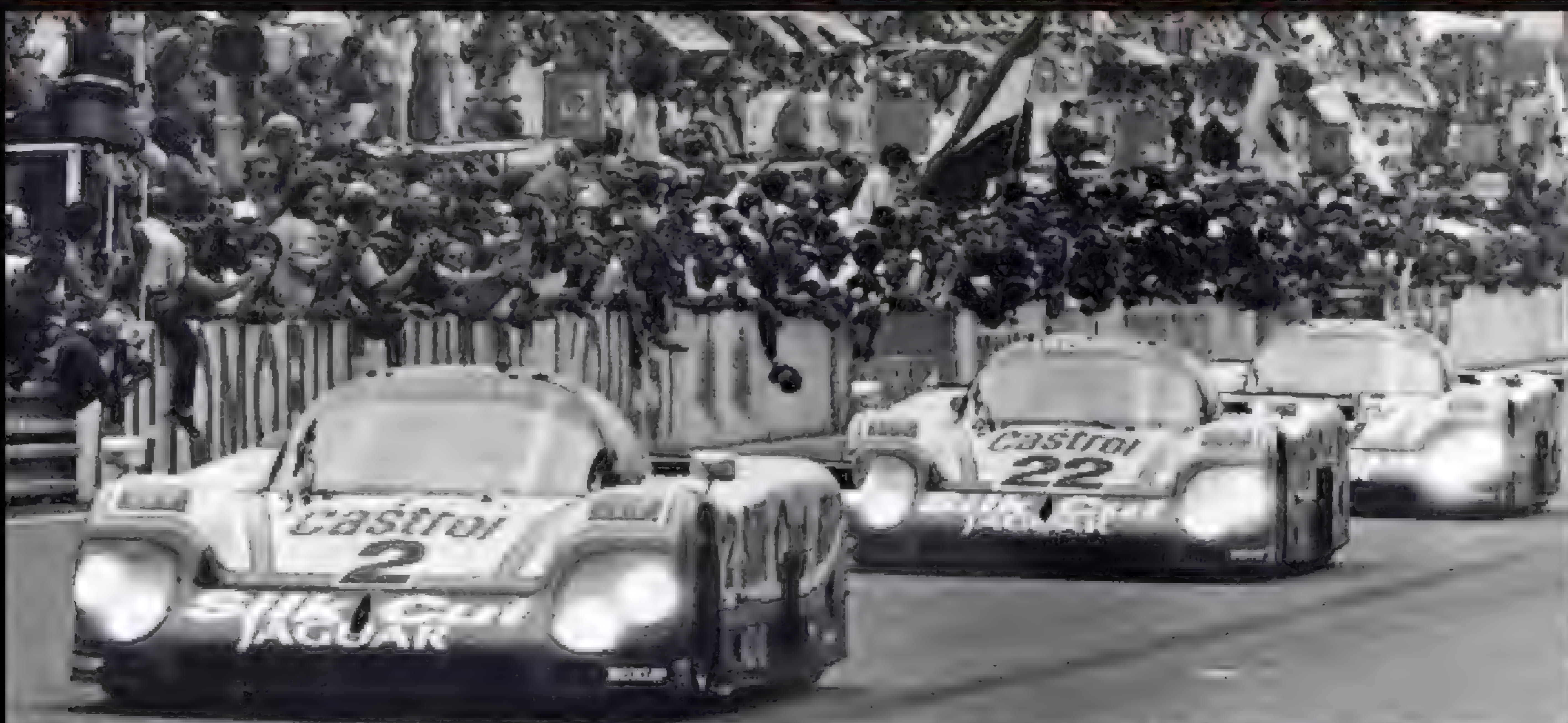
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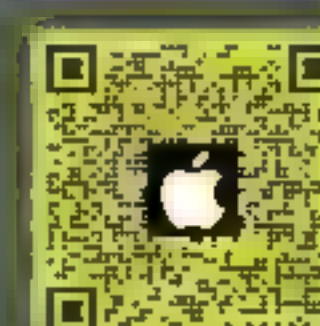
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# DUNCAN HAMILTON *ROFGO*



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## Aston Martin DBS Coupe V12 Superleggera - TAG Edn 2018/68

Carbon Fibre Body in Monaco Black w Red Accents - Twin Turbo V12 : 725 bhp - 2+2 Cockpit - \*\*46 mls only\*\* £295,000



## Aston Martin DBS Coupe V12 Superleggera - On Her Majesty's Secret Service Edn 2020

50th Anniversary James Bond Film Edn - Extra's inc OHMSS Drinks Cabinet - Full Body Paint Protection Film - \*\*56 miles only\*\* £295,995



## Aston Martin Vanquish Zagato V12 - 'Shooting Brake' 2019

Satin Predator Grey Exterior - Carbon Fibre Interior - Very High Spec (£660k List price) - \*\*130 mls only\*\* £699,995



# Howard Wise Cars



## Alfa Romeo Giulietta SZ Zagato - 'Concours' 1961

Fully Restored by Alfaholics - Historic Race History - Current FIA Passport - \*\*100 mls only since restoration\*\* £799,995



## Ford GT - 'Full Options' 2005

Centennial White/Blue Stripes - All Extra's inc BBS Alloys & Red Calipers - Radio/CD - \*\*800 miles only\*\* £369,995



## Mercedes Benz 300 SL Roadster 1963

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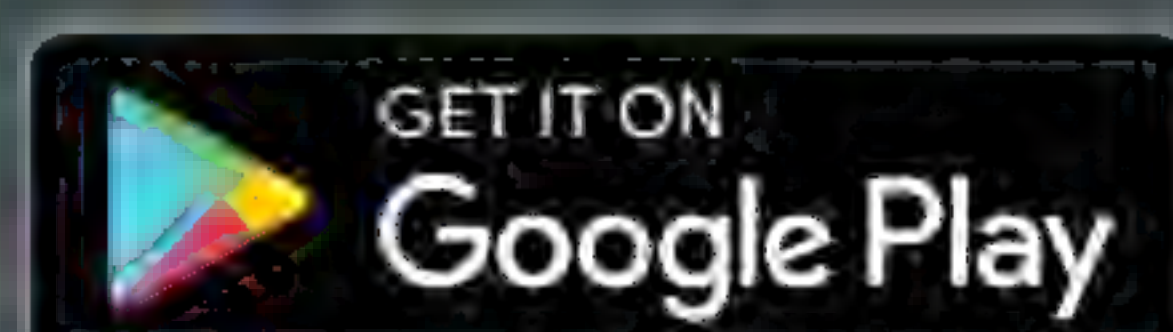
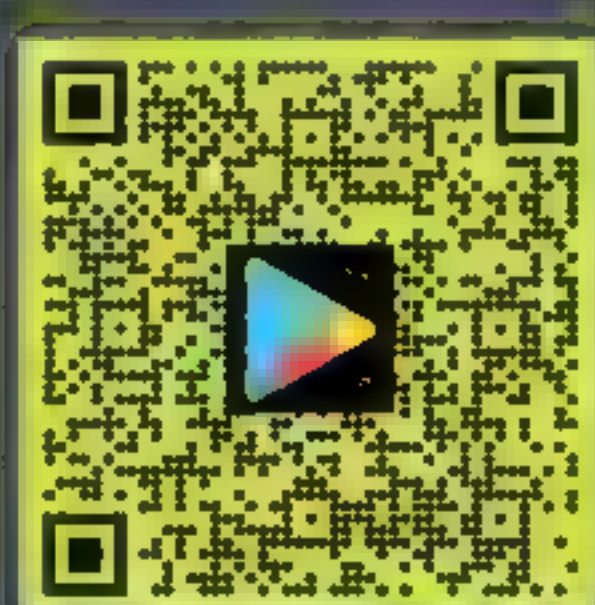
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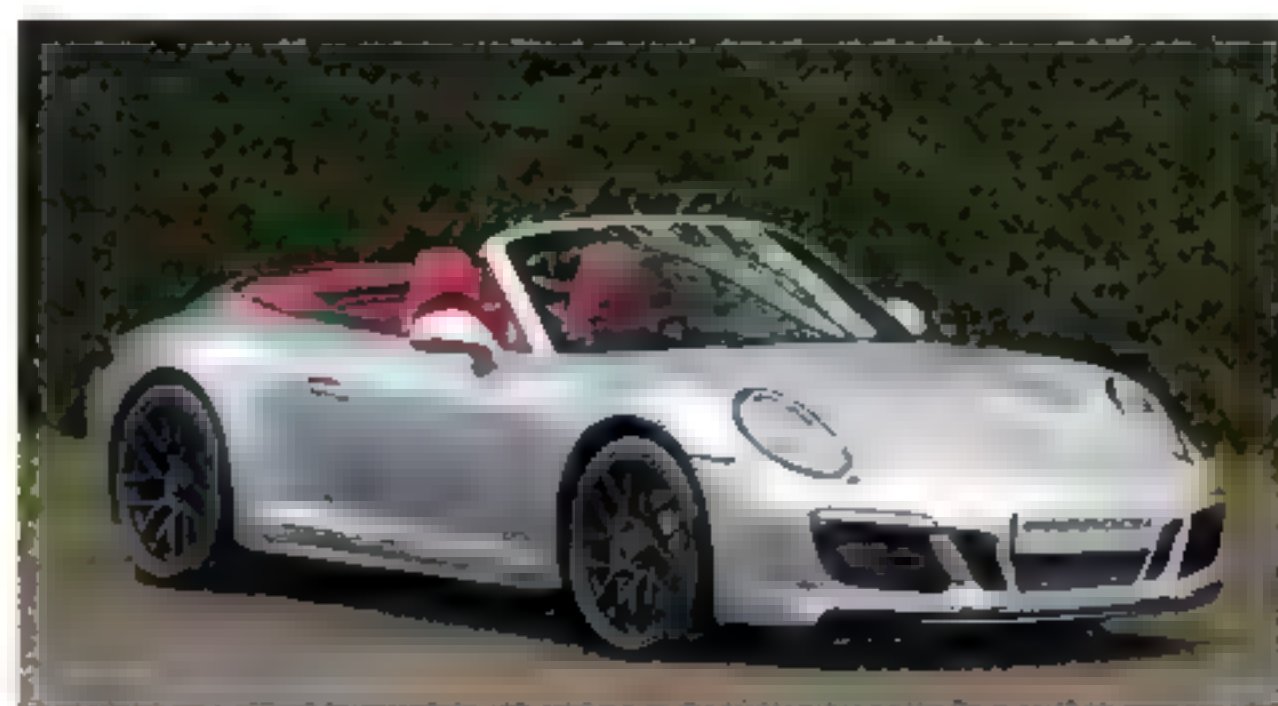




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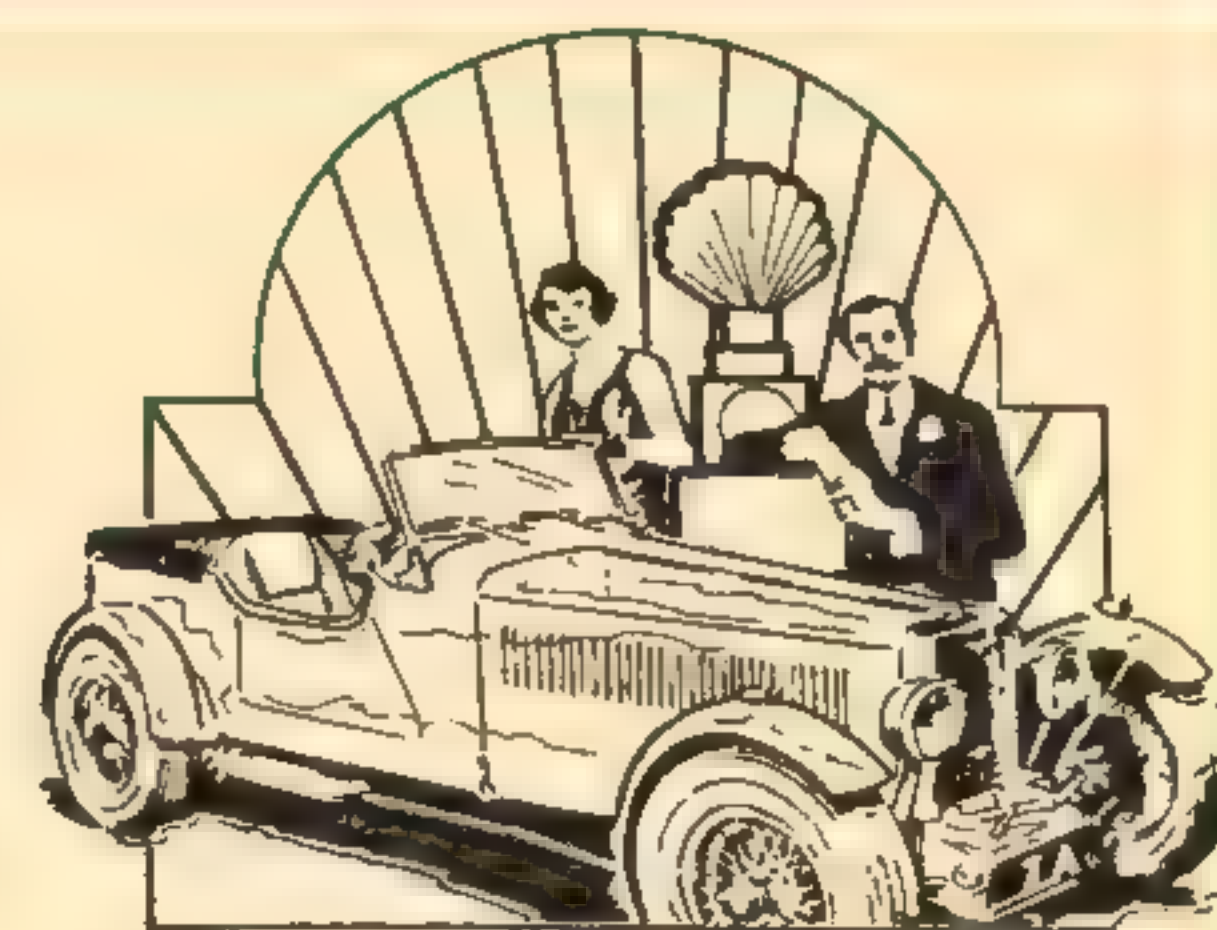
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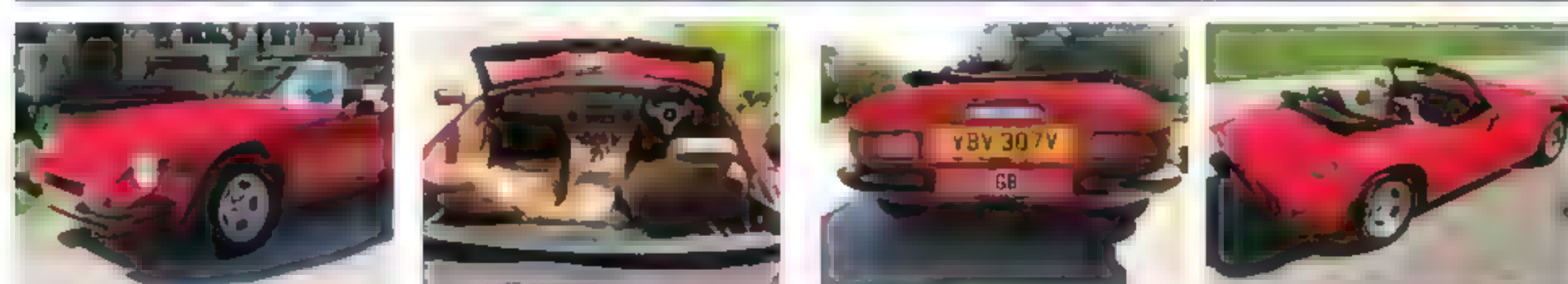
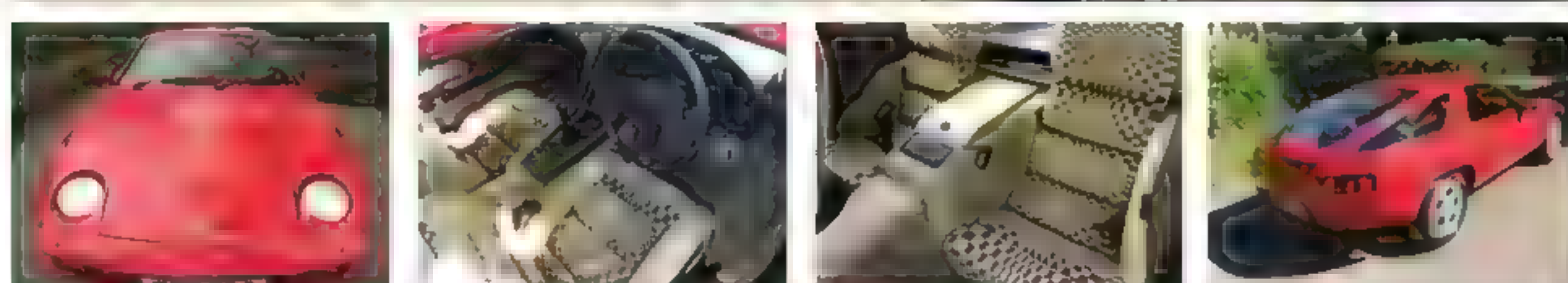


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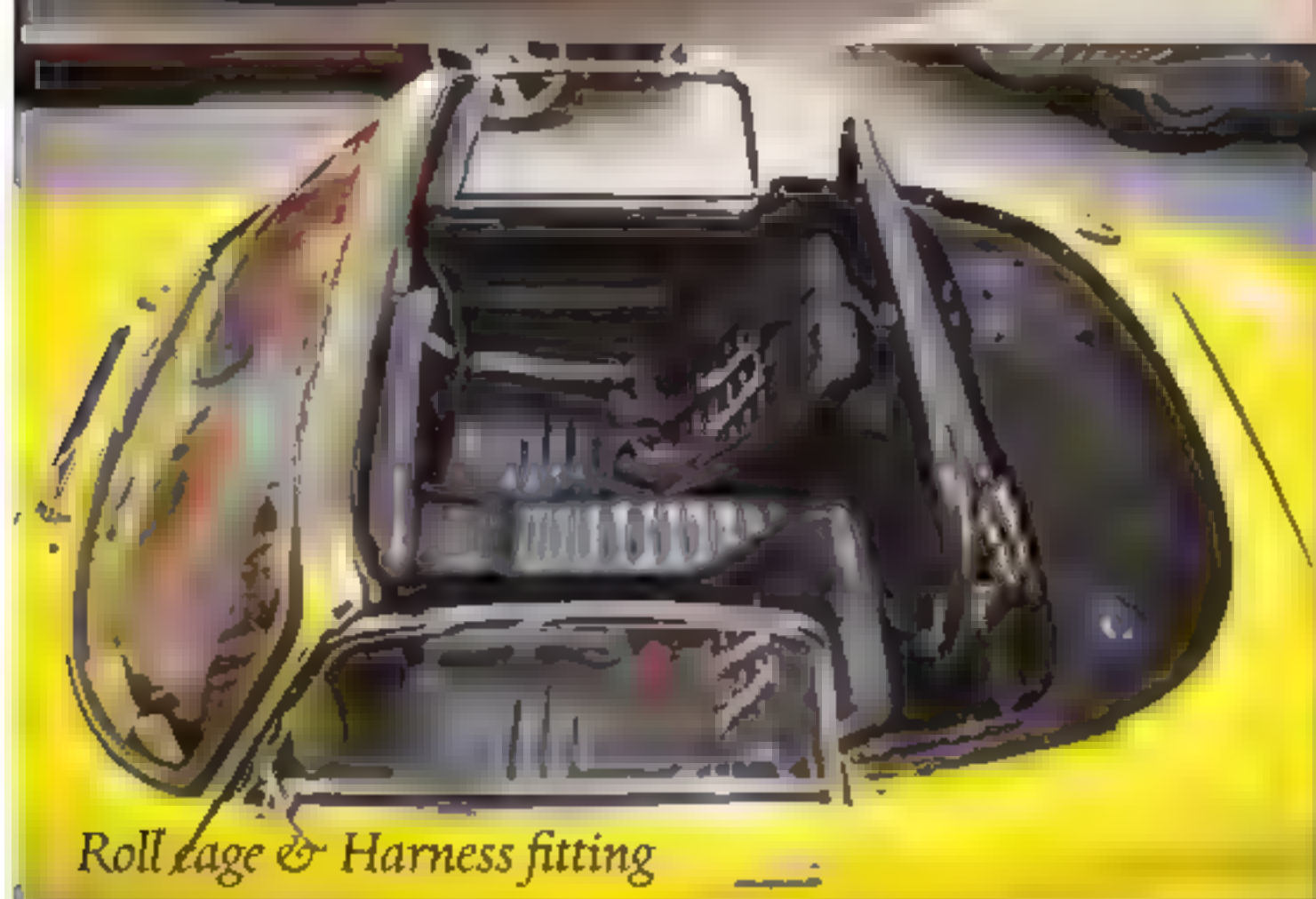
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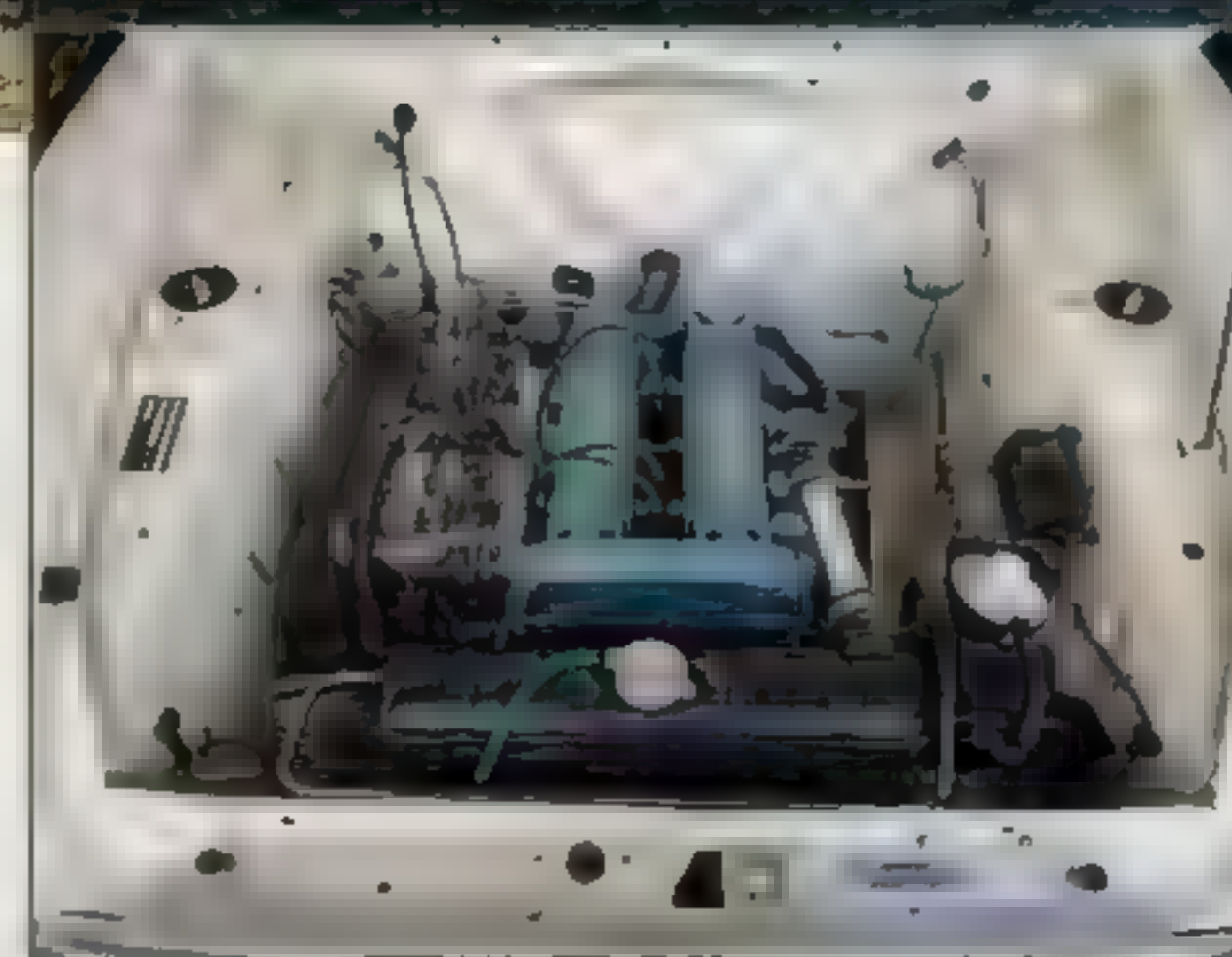


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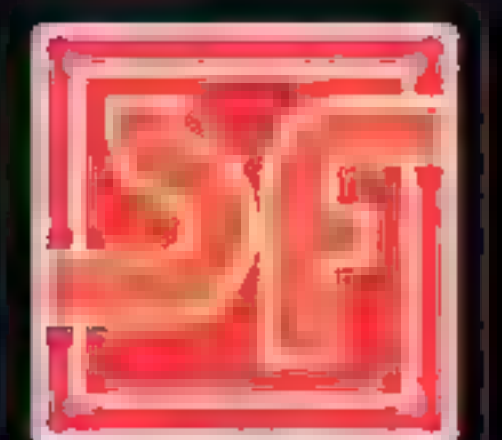
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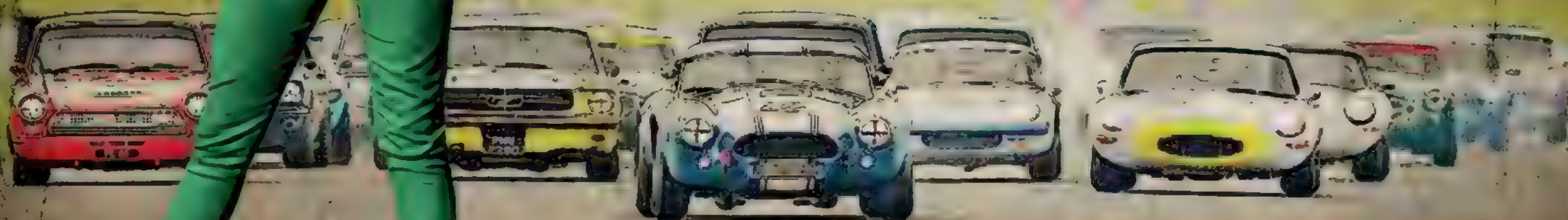


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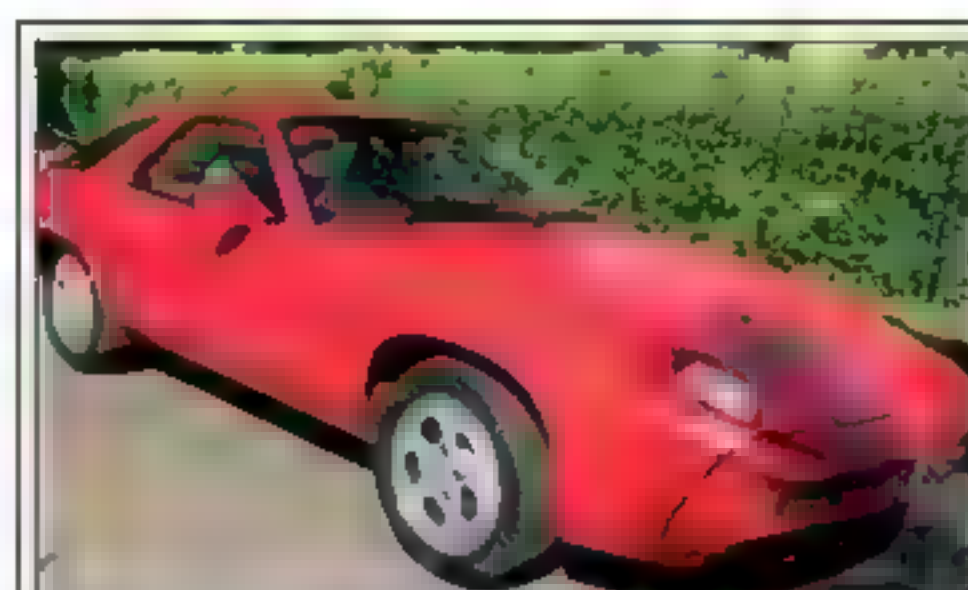
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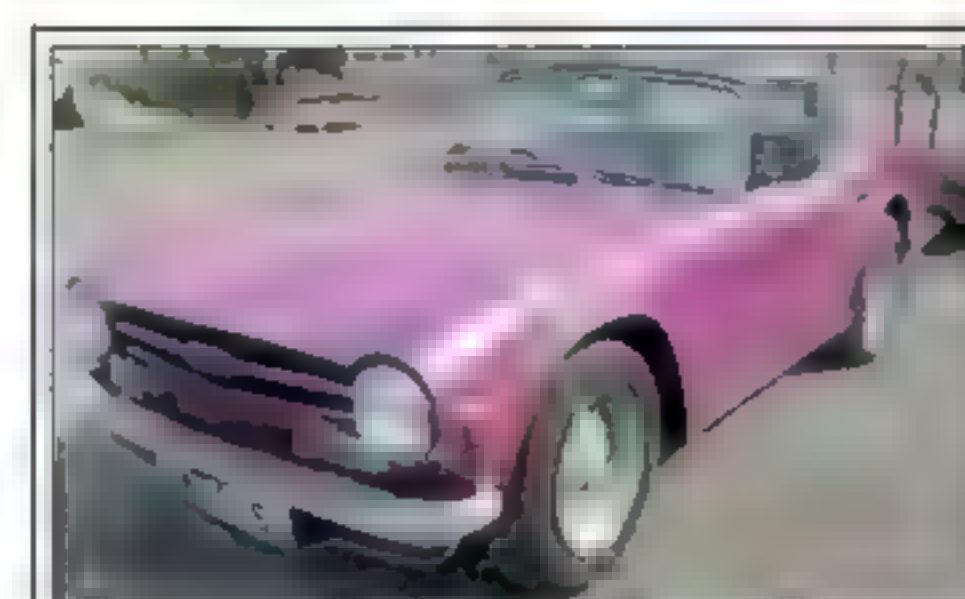
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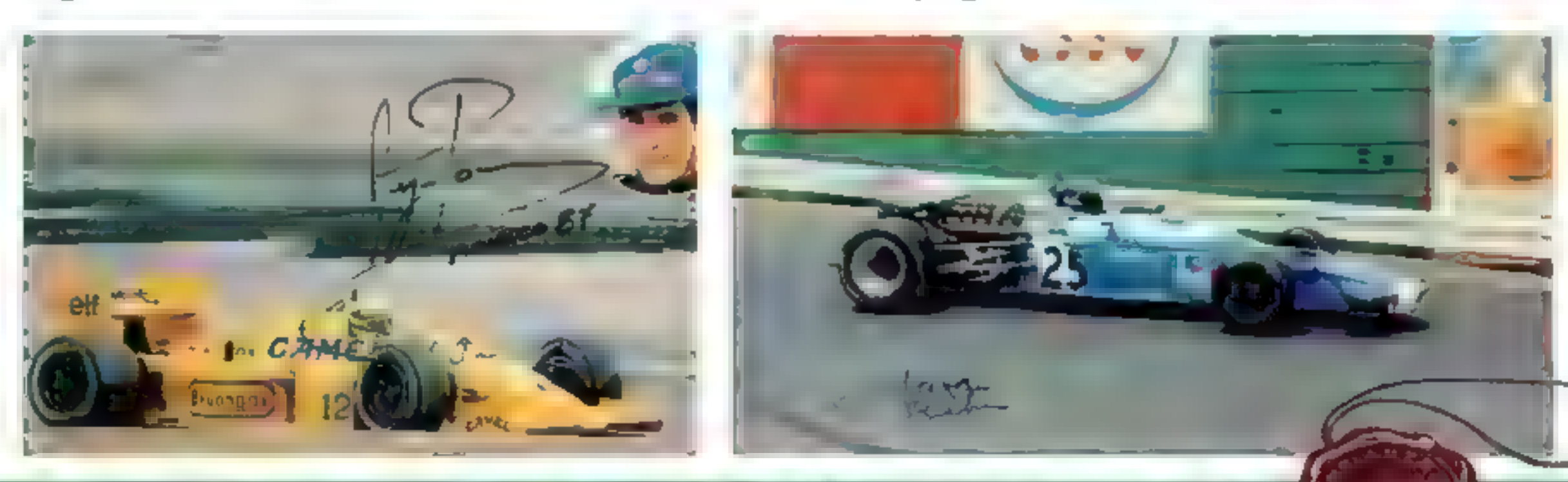

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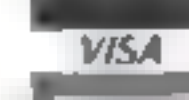
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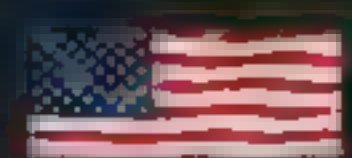
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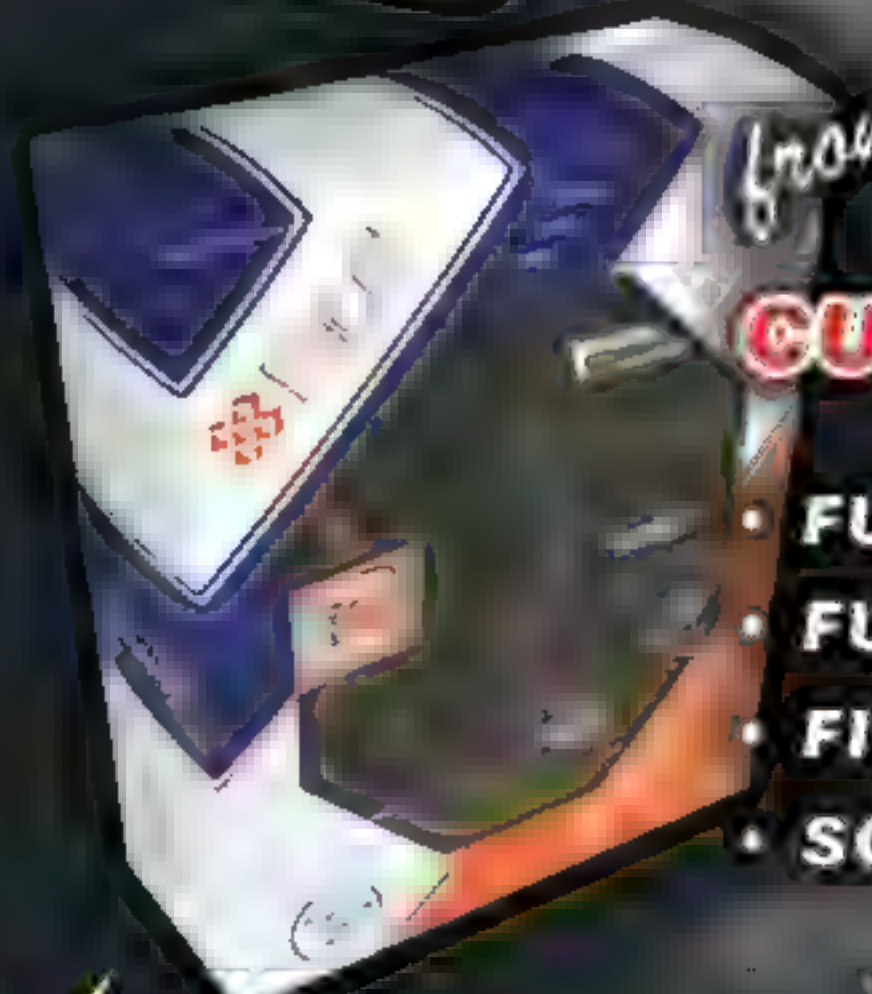
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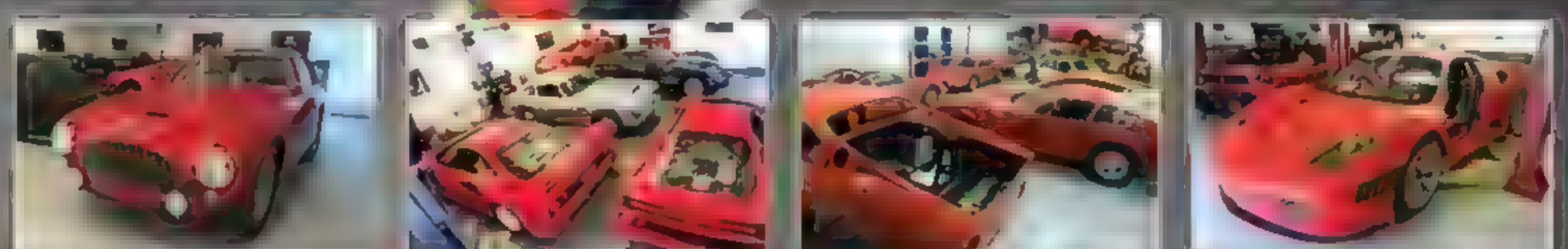
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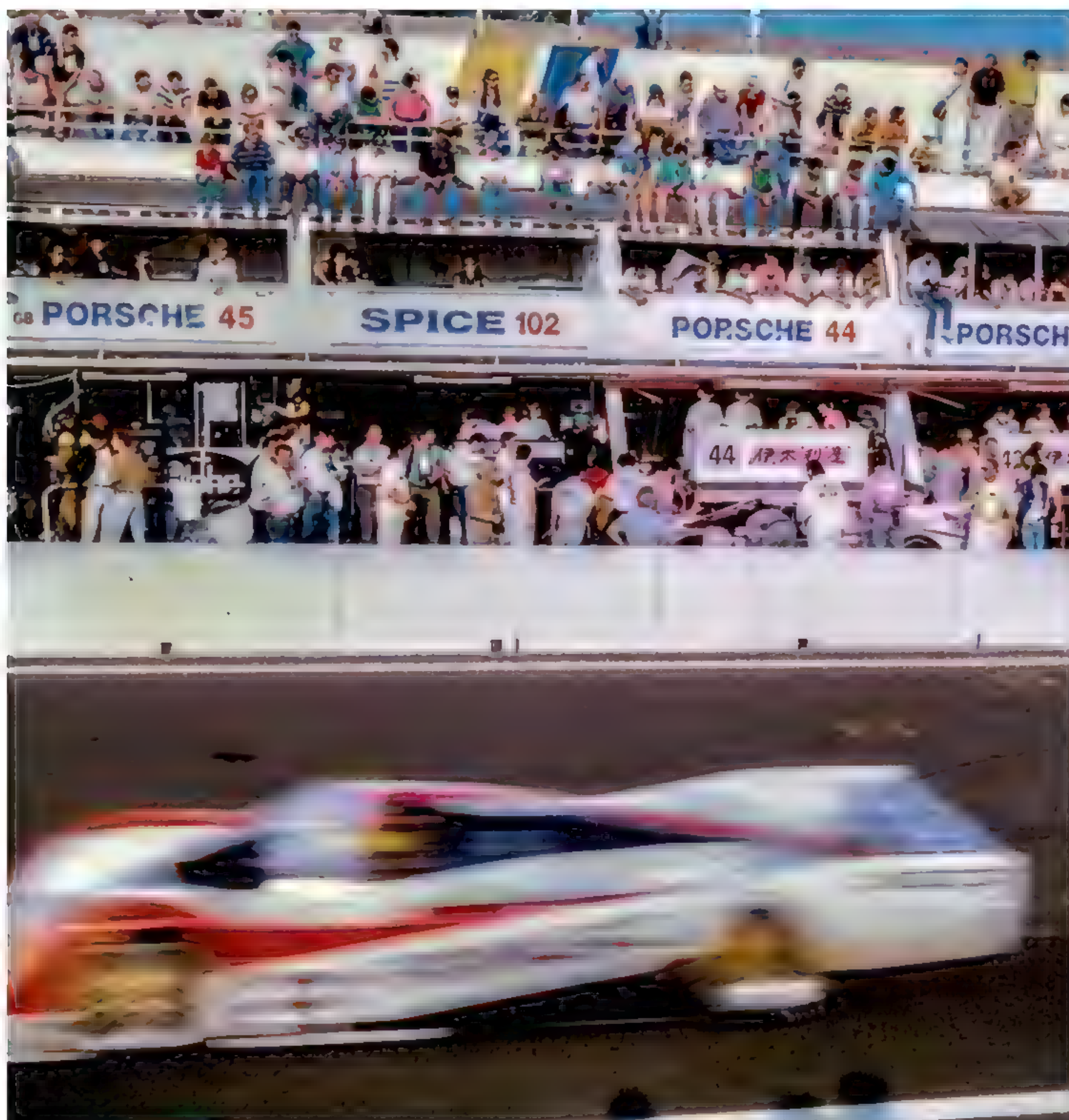
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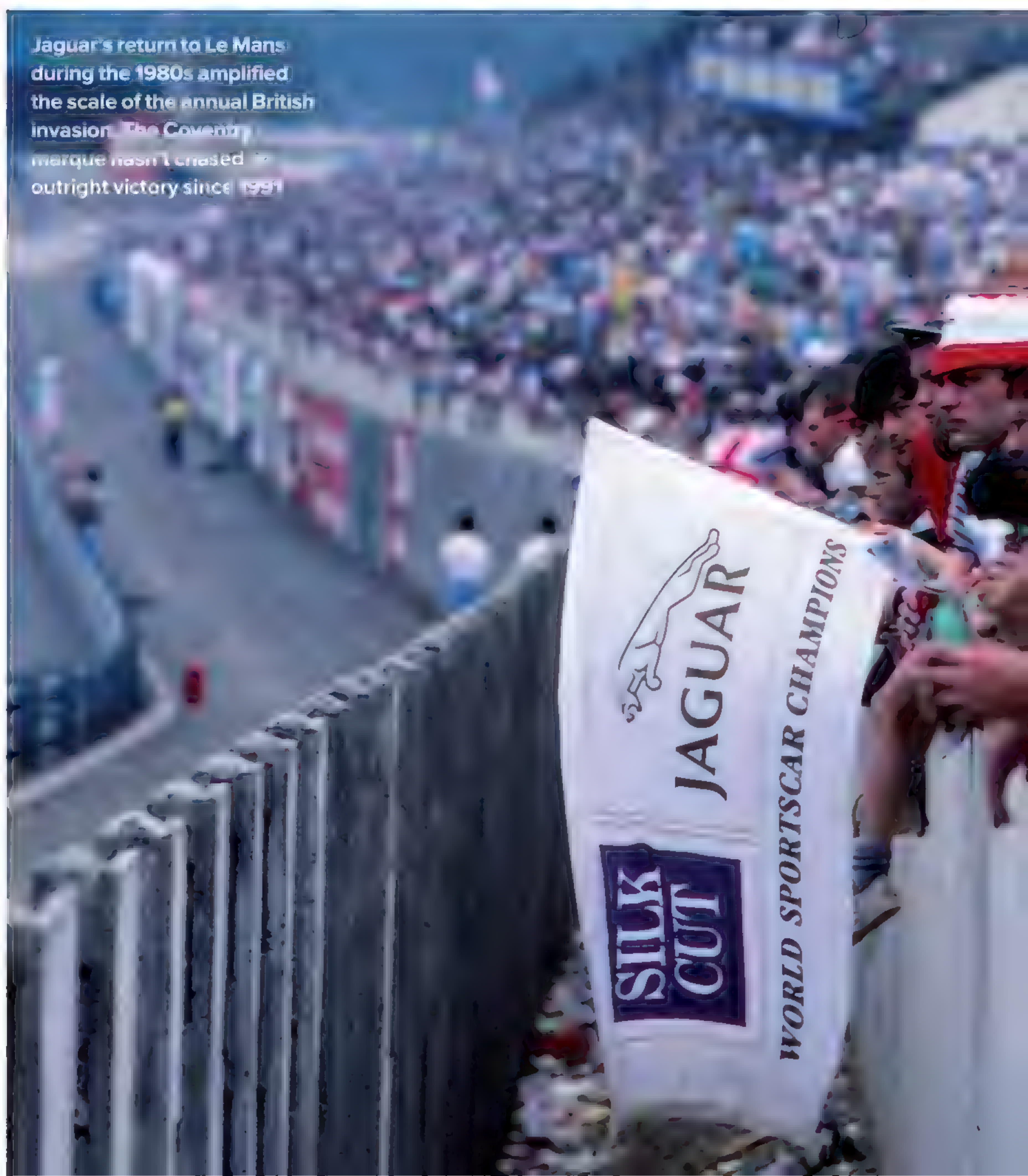


Right: Obermaier Racing's Porsche 962C flashes past the ancient Le Mans pits, which were soon to be replaced



Above: the Repsol 962C of Oscar Larrauri, Jesús Pareja and Walter Brun retired with engine failure

Jaguar's return to Le Mans during the 1980s amplified the scale of the annual British invasion. The Coventry marque hasn't chased outright victory since 1991



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Post-race invasion to greet winning Jaguar drivers Martin Brundle, John Nielsen and Price Cobb on the podium. Note flag on the left in support of 1988 victor Jan Lammers

# Last year of the Cats, but first of the cuts...

Le Mans had a new look in 1990, with two chicanes bisecting the Hunaudières Straight to cap top speeds. **Mick Miller** was there to see Jaguar's most recent win



The Joest Porsche 962C of Bob Wollek, Stanley Dickens and Louis Krages came home eighth



Dusk at the Dunlop Curve. It was around this point that Nissan's challenge began to unravel, when Gianfranco Brancatelli collided with Aguri Suzuki's Toyota





**MAY 22, 1982  
MONACO**

Alfa Romeo technical director Carlo Chiti, who was also the designer of the Ferrari 156 'Sharknose' which we celebrate in this issue, sits thoughtfully in the Alfa pits during qualifying at the '82 Monaco GP. Team driver Bruno Giacomelli earned third on the grid



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**1964 Jaguar E type 3.8 Roadster** totally restored to concours condition. Finished in Carmen red with black hide interior and a black mohair soft top. Superb throughout. **£139,950**



**2008 Bentley GTC Mulliner** finished in Peacock blue with cream hide interior with only 43,000 recorded miles and a complete service history and in fabulous condition throughout. Satellite navigation upgrade with reversing camera. **£41,950**



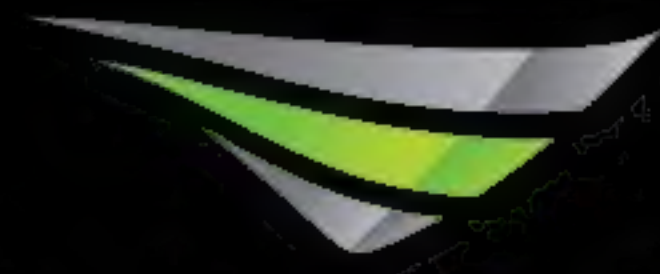
**1971 Aston Martin DBS V8** finished in Signal red with cream hide interior. Superb coachwork, completely unmarked interior and a beautifully detailed engine bay. Perfect for the enthusiastic Aston collector and very fairly priced at **£145,000**



**1958 Aston Martin DB MkIII** finished in Oxford blue with tan hide interior. Known to us for the past 12 years during which time it has had £60,000 lavished upon it all of which reflect the way that it now drives. A very enjoyable Aston to own. **£235,000**

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RICHARD MILLE BOUTIQUE LONDON  
4-5 OLD BOND STREET, MAYFAIR  
+44 207 1234 155  
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